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Excursion of the directors
and stockholders of the Central
Branch, Union Pacific R. Road.



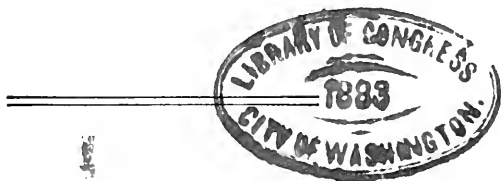
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PRESENTED BY

EXCURSION
OF THE
Directors and Stockholders
OF THE
CENTRAL BRANCH
UNION PACIFIC RAILROAD.

November, 1866.



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EXCURSION.

THE excursion of the directors and stockholders of the Central Branch Union Pacific Railroad and their friends, numbering about one hundred, started from Jersey City in the special car of the Company at nine o'clock A.M., on Tuesday, November 13, 1866. The Boston party left on the 12th, at half-past five o'clock P.M., *via* Boston and Worcester, Norwich and Worcester Railroad, and Norwich boat, for New York. The route to Kansas was over the New Jersey Central (Allentown route); Pennsylvania Central; Pittsburg, Fort Wayne, and Chicago; Chicago, Burlington, and Quincy; Hannibal, St. Joseph, and Platte Country Railroads.

The incidents and details of the excursion have been so fully and graphically described in the leading papers of the country by the correspondents who accompanied the party, that it will be unnecessary here to give more than

a brief outline of the main facts of the journey. On leaving Jersey City prayer was offered by Rev. Dr. Webb, of Boston, and Rev. C. K. Imbrie, of Jersey City. The party reached Chicago on Wednesday evening, after a ride of thirty-six hours, and stopped at the Sherman and Tremont Houses. Thursday morning, in charge of Mr. E. B. Phillips, President of the Michigan Southern and Northern Indiana Railroad, the party rode in carriages through the principal streets of the city, and then proceeded on the Michigan Southern road to the Stock Yard, outside of the limits of the city. After inspecting the yards they sat down to a fine collation, which had been provided at the Hough House. The health of Mr. Tucker, proprietor of the hotel, being drunk, Mr. Tucker introduced Mr. Bryant, superintendent of the stock yard, who gave some interesting statistics in reference to the business done there. Speeches were also made by Col. Hough, in compliment to whom the house received its name ; Mr. Effingham H. Nichols, of New York ; Mr. Geo. S. Hale, of Boston ; Mr. Hale, Superintendent of the Alton Railroad ; Mr. Sergeant, of the Michigan Central Railroad ; Mr. Dore, President of the Board of Trade, and others. The party returned to Chicago on the Michigan Central road, in the magnificent directors' car of that road. After dinner, at the invitation of the Mayor and other officials of the city, they paid a visit in the tugs "A. B. Ward" and "S. V. R. Watson" to the "Crib" in the lake, from which the water runs into the tunnel and supplies the city. In the evening a hop was given at the "Tre-

mont," attended by the excursionists and many of their friends in Chicago. On Friday, at 8:30 A.M., the party, with many additions from Chicago, Cincinnati, and other cities, left Chicago by the Chicago, Burlington, and Quincy Railroad, arriving at Quincy on Friday evening, and remaining there over night. On Saturday morning the Mississippi was crossed, and the Hannibal and St. Joseph Railroad was taken for St. Joseph. At Brookfield an excellent dinner was provided gratis, and a pleasant speech was made by Rev. Mr. Tyng, of New York. Cheers were given for the proprietor of the hotel and for the Hannibal and St. Joseph Railroad. After a short stop at St. Joseph the St. Joseph and Platte Country Railroad was taken to the Mississippi river, and the party passed over to Atchison, in the ferry-boat "William Osborn," named after the constructor of the "Central Branch Union Pacific Railroad." Rooms were taken at the Tremont, Massasoit, and Planters' hotels.

On Sunday, sermons were preached by Rev. Dr. Webb and by Rev. Mr. Tyng; and Bishop Vail kindly welcomed the excursionists to the city. In the evening, the party mostly attended a meeting of the Union Bible Society at the Congregational hall. On Monday morning the excursion over the Central Branch Union Pacific Railroad took place. A large number of the citizens of St. Joseph, Atchison, and neighboring cities, went out with the original party, increasing it to between four and five hundred persons. At the last telegraph station the train stopped in the midst of the prairie, and the

party alighted and enjoyed a splendid dinner and picnic. At its close, General Craig, President of the Hannibal and St. Joseph Railroad, invited the excursionists to St. Joseph, and the invitation was accepted. Speeches were made by Gen. S. R. Curtis, of Iowa; Rev. Mr. Tyng; Hon. Silas Woodson, of St. Joseph; Gov. Smyth, of New Hampshire; Rev. Dr. Webb, of Boston; Effingham H. Nichols, of New York; Rev. Pardee Butler, of Kansas; Col. William W. Clapp, of Boston; Mayor Crowell, of Atchison, and others.

In the evening a meeting was held in Atchison, at which Hon. A. G. Otis presided, and Judge Adams and Col. Martin acted as Secretaries; and at which speeches were made by Ralph M. Pomeroy, of Boston; Senator Pomeroy, of Kansas; Gen. Simpson; E. H. Nichols; Mr. Hale, of Boston; Judge Graham, of Atchison; Mr. Glick, of Atchison; and others. The ladies and gentlemen then adjourned to Price's Hall, where a ball was given, and where dancing continued until a late hour.

On Tuesday, a meeting of the stockholders was held, at which the name of the road was formally changed from the "Atchison and Pike's Peak R. R." to the "Central Branch of the Union Pacific R. R."

On the morning of the same day, the 20th, the party took the train for St. Joseph, where they were escorted in carriages, preceded by music and the Fire Department of the city, to Brady's Hall, introduced by General Craig to the citizens assembled, and cordially welcomed by Mayor Beattie. President Pomeroy replied in thanks,

and speeches were made by General Curtis, Ex-Mayor Powell of Brooklyn, and Rev. Dr. Webb. They then proceeded to the Pacific Hotel, where a sumptuous dinner had been provided. At its conclusion Mr. Pomeroy expressed the thanks of the excursionists for the reception, and Hon. Charles Wilkinson, of St. Joseph, responded. At the depôt hearty cheers were given for St. Joseph and her citizens, and for General Craig ; and the departure was made at 5 P.M., by the St. Joseph and Platte Country road for Weston. At that place the party were taken by the Steamer E. Henesly, Captain A. J. Nicely, to Leavenworth, where they arrived at about nine o'clock, stopping mostly at the Planters' Hotel. On Wednesday morning they left by the Missouri Pacific R. R. for St. Louis. Dinner was had at Smithton, and at its close a meeting was organized by the appointment of Hon. Samuel S. Powell, ex-Mayor of Brooklyn, N. Y., as Chairman, and J. M. E. Wetmore as Secretary.

The Committee on Resolutions, consisting of Hon. W. W. Clapp, Charles H. Allen, Daniel Harwood, Lee Claffin, and George D. Baldwin, of Mass., Hon. Frederick Smyth, Governor of New Hampshire, Hon S. S. Powell, A. Parkhurst, and George W. White, of Brooklyn, Isaac Kendall and W. D. Gookin, of New York, Hon. L. B. Otis and Henry Keep, of Illinois, through their Chairman, reported the following resolutions :

Resolved, That we hereby tender to the officers and directors of the Atchison or Central Branch of the Union Pacific Railroad, our warmest and most sincere thanks for the opportunity of visiting and

beholding the vast extent and resources of the West, and for the enlarged views which we have thus acquired of the future growth and destiny of the American people.

Resolved, That the enterprise of the Central Branch Union Pacific Railroad Company meets our highest expectations, both in the completeness of its structure, the surpassing richness of the rolling and beautiful country through which it passes, and the great national importance of the work.

Resolved, That in view of the fact, that the directors of this company express their determination to complete the road to Fort Kearney, or some point on the Union Pacific proper this side of the hundredth meridian, provided Congress will grant the necessary aid in bonds and lands, therefore Congress should extend such aid as will enable them to complete the work in the shortest possible time ; and while we are interested in the prosperity and success of all the branches of the Pacific road, that in the opinion of this meeting and in view of the legislation of the last session of Congress by which the Eastern Division or Southerly Branch was permitted to follow the Smoky Hill Valley instead of continuing up the Valley of the Republican, thereby depriving the Atchison or Central Branch of any connection with the Union Pacific proper, Congress is bound by the highest moral as well as legal obligations to give the Road the relief asked for, so that this central and most important road may truly be a branch of the Union Pacific Railroad, in fact, as well as in name.

Resolved, That we shall ever remember the courtesy of the managers of the various railroads over which we have passed, and shall particularly recall with a deep sense of indebtedness for unexpected attentions, the mayor and citizens of Atchison, the mayor and people of St. Joseph, the officers of the Union Stock Yard at Chicago, the proprietors of the Hough House, Col. Hough, General James Craig of St. Joseph, the residents of Leavenworth and other cities and towns whose kindness has given us renewed assurance that we are bound together by the ties of a national brotherhood.

Resolved, That while we cherish pleasant remembrances of the attentions of those among whom we went as entire strangers and left as friends, we would acknowledge our indebtedness to an overruling Providence that has permitted us to pass in safety over so great an extent of territory, and to enjoy in so brief a space of time so many assurances of the kind protection of the Ruler of the Universe over our common country.

Mr. Pomeroy, President of the C. B. U. P. R. R., rose, and in a few fitting words acknowledged the compliment, on behalf of the officers and directors of the road. He said the thanks tendered to others were more than merited. Mr. Phillips, especially, was entitled to the warm thanks of every one ; his kindness knew no bounds. He also mentioned General Craig, Governor Smyth, of New Hampshire, and others, and cheers were given for Mr. Pomeroy, Mr. Nichols, Mr. Phillips, General Craig, Governor Smyth, and others. Mr. Nichols, Treasurer of the C. B. U. P. R. R., rose in response to a loud call. He thanked the company for their endorsement of the claim for the subsidy on the additional line of road, and said they asked it as a right, not as a favor, and he expected that Congress would not hesitate to grant it. Indeed it was probable that the subsidy was theirs by legal right, even without additional legislation.

These resolutions were published in the St. Louis and Cincinnati and other Western papers, as also in the New York, Boston, and Chicago papers. The party arrived at St. Louis at about one o'clock on Thursday morning. They stopped at the Lindell House, which is the largest hotel in the country, and spent the day there. In the evening there was a hop at the Lindell House. The ladies and gentlemen from Chicago and other Western cities here mostly left for home. On Friday morning, the party started for Cincinnati, over the St. Louis, Alton, and Terre Haute Railroad, and Indianapolis and Cincinnati Railroad, arriving in Cincinnati about two o'clock on

Saturday morning, and stopping at the Burnett House. The Chamber of Commerce of Cincinnati, during the previous day, had appointed the following committee of gentlemen to escort the party to various points of interest, in and about the city :

Theodore Cook, D. T. Woodrow, S. M. Murphy, Benjamin Eggleston, James McKeehan, Adolph Wood, M. W. Stone, Henry Lewis, Henry Kessler, M. Werk, George Bogen, William Resor, W. H. Davis, C. G. Enyart, and W. H. Gilpin.

At the invitation of this committee, the party visited the Chamber of Commerce, and were welcomed and tendered the hospitalities of the city, by the President of the Chamber, S. C. Newton, Esq. President Pomeroy responded, and was followed by Rev. Dr. Webb, Rev. J. O. Means, of Boston, Col. W. W. Clapp, and Treasurer Nichols. The company then, under the direction of William Henry Davis, one of the Vice-Presidents of the Chamber, visited the Suspension Bridge, the Mercantile Library, Spring Grove Cemetery, and some of the beautiful residences at Clifton. At five o'clock the company dined at the Burnett House, where speeches were made by Mr. E. H. Nichols, Isaac Kendall, of New York, and Hon. O. Folott, of Sandusky, President of the Sandusky and Dayton Railroad. In the evening an elegant entertainment was given at the house of Mr. Ahl, in Pike street. Sunday was passed quietly, and Monday morning the party left for Columbus, on the Little Miami and Columbus road. At that city, the most of the party for Boston

proceeded by way of Cleveland, Buffalo, and Albany, after a general hand-shaking and hearty cheering. The remainder of the party reached New York by way of Pittsburg and Harrisburg, on Tuesday afternoon at 4 o'clock.

In accordance with a suggestion made by one of the speakers (Col. Clapp, of Boston), at the picnic on the prairies of the Kickapoo Reserve, it was agreed among the guests of the road that each should send two copies of his or her *carte de visite* to Mr. Charles H. Allen, of Boston, to be placed in appropriate albums and presented to the ladies of the President and Treasurer of the road.

THE PACIFIC RAILROAD.

For the purpose of giving the reader a complete idea of the Pacific Railroad, we copy from the *New York Evening Post*, of Jan. 2, 1867, the following account of the road and its branches :

Very few persons are aware of the progress already made on the Pacific Railroad. It is pushed forward as rapidly as skill and energy can do it. During the past summer and autumn three large excursion parties went from the East to view the branches of the road, parts of which have already been completed. The initial eastern points of these branches were Omaha, Atchison, and Kansas City ; the excursionists were composed of the leading men of our large cities ; and a popular interest has been awakened in the subject commensurate with its importance. But a few years ago it was deemed the sheerest folly even to suggest the building of a railroad over the Rocky Mountains and the Sierra Nevada, yet so much has been accomplished by successful engineering that at about the first of December the track of the Central Pacific Railroad of California had been laid at the Sierra Nevada ; and at the present time trains are running to its very summit, seven thousand feet above the level of the sea, or as high as Mount Washington.

A GENERAL VIEW.

Four distinct companies are now building the Pacific Railroad. One company is building the Central Pacific of California ; another,

the Union Pacific and the Omaha Branch ; another, the Atchison or Central Branch ; another, the Kansas River or Southern Branch. Two other companies are formed to build branches—one from Sioux City and the other from the mouth of the Platte—but have done no work. The main line is from the hundredth meridian of longitude west from Greenwich, at a point some distance westward of Fort Kearney and northward of the boundary line between Kansas and Nebraska to Sacramento, California. This comprises the Central Pacific of California and the Union Pacific, which are to be built one to the east and the other to the west until they meet each other.

The five branches mentioned start from initial points on the Missouri river, and run westward to join the main line at about the hundredth meridian. These initial points on the Missouri are, commencing from the northward, Sioux City, Omaha, the mouth of the Platte, Atchison, and the mouth of the Kansas river. The first three points are in Nebraska, the last two in Kansas. A person travelling to the East will first take the Central Pacific of California, from Sacramento over the Sierra Nevada, probably to the vicinity of Great Salt Lake, then the Union Pacific over the Rocky Mountains to the hundredth meridian, then either of the eastern branches. The Omaha Branch will bring him to Omaha, and thence over the Iowa Branch of the Chicago and Northwestern Railroad to Chicago. The Central or Atchison Branch will bring him to Atchison, and thence over the Hannibal and St. Joseph Railroad through Missouri, and over the Chicago, Burlington, and Quincy Railroad, through Illinois to Chicago, or by two connections eastward through St. Louis and Cincinnati. The Kansas River Branch, unless it should fail to become part of the Pacific Railroad at all, as is suggested hereafter, would bring him to Kansas City, thence by the Missouri-Pacific to St. Louis, and so on eastward through Cincinnati. Sioux City and the mouth of the Platte have no direct eastern railroad connection as yet, though the branch from the mouth of the Platte will be an extension of the Burlington and Missouri River Railroad.

The Pacific Railroad has been roughly likened to a pitchfork with five prongs. The Central Pacific and Union Pacific to the hundredth meridian will be the handle, the eastern branches the tines. Commencing at the north the first tine is the Sioux City and Pacific Railroad, the second the Omaha line, the third the mouth of the Platte branch, the fourth the Central or Atchison branch, the fifth the Kansas River branch.

HOW FAR THEY ARE BUILT.

The Central Pacific of California is built about one hundred and ten miles eastward from Sacramento to the summit of the Sierra Nevada.

The Union Pacific and the Omaha Branch are owned by one company, and the road is built three hundred miles west from Omaha.

The Atchison Branch is built sixty miles west from Atchison.

The Kansas River Branch is built one hundred and fifty miles, following Kansas River and the Smoky Hill Fork.

No work is done on the Sioux City and Mouth of the Platte branches.

It may surprise our friends in the South to know that the Pacific Railroad was commenced and very far advanced during the war, when the country was apparently straining every muscle in putting down the rebellion. We have obtained from General Simpson, the President of the Board of Commissioners of the Pacific Railroad, a detailed and interesting statement of the present condition of the work. It is now stated that even at the rate at which it is going forward the whole line, from east to west, will be completed in five years from the present time. The limit of time fixed by the law is July 1st, 1877. The Union Pacific, from Omaha, of which General Dix is president, is the one on which the hardest work will be required; and General Dix expresses his belief that this road will be able to meet the Central Pacific of California by 1871. The work upon it, however, would be greatly facilitated if Congress would give the permission, which will probably be asked during this season, and which General Simpson recommends, which will enable workmen to be employed at each end of it. The law at present only allows them to work three hundred miles in advance of their continuous line of rail; but the hardest portions of their work are at the other end, and Salt Lake City is nearly eight hundred miles from the point to which the road is at present finished. The "Saints" and the "Gentiles" at Salt Lake City are anxious to be employed on this road, and Congress will be asked to amend the act of July 3d, 1866, so that this may be done.

THE DETAILS.

The principal acts of Congress in reference to the Pacific Rail-

road are those of July 1, 1862; of July 2, 1864, and of July 3, 1866. By these acts the construction is authorized of one main line commencing at Omaha, Nebraska, the initial point fixed agreeably to law by President Lincoln, and extending westward in the most direct and practical line till it meets the Central Pacific Railroad of California, extending eastward from San Francisco. These two roads are unrestricted as to the extent of their lines, except that they are required to meet and join in the most direct and practical manner.

THE CENTRAL PACIFIC OF CALIFORNIA.

The work upon this road is being pushed forward with the greatest rapidity. Between ten and twelve thousand Chinamen are now employed, and that force will be increased to fifteen or twenty thousand in the spring. These laborers receive one dollar per day, and are very tractable and industrious. The road, as we have said, is finished to the summit of the Sierra Nevada. Besides the laborers, three hundred mechanics, nine hundred horses, one hundred oxen, and eight hundred wagons and carts, have been employed in this work. The following is a table showing the distances from Sacramento and the elevation above the level of the sea on the line of this road. The first column shows the distance, the second the elevation:

	Miles.	Feet.		Miles.	Feet.
Sacramento	54		Clipper Gap	42	1,785
Arcade	7½	76	Colfax	52	2,443
Antelope	15	180	Cold Run	64½	3,245
Junction	18	189	Dutch Flat	67	3,425
Hocklin	22	269	Alta	69	3,625
Pino	25	420	Cisco	82	5,911
Newcastle	31	989	Summit of the Sierra		
Auburn	36	1,385	Nevada	105½	7,042

The rise is constant, and the highest grade used is the maximum authorized by law, one hundred and sixteen feet per mile. Of this grade there are three and a half miles, and no difficulty is found in running the trains on this portion at nearly the regular speed. The alignment is remarkable for its directness in such a mountainous and broken country. Some of the work on the mountain section of the

road will be massive and grand, including culverts, tunnels, bridges, etc., and the mountain and forest scenery will surpass that on any line in the country. A correspondent says that the scenery is as grand as the Alps and as glorious as the Andes. It blends the temperate and the torrid zones—the extinguished volcano of Shastan seems as if transplanted from the tropics with the appalling sublimity of the glacier-bred Yo-semite. On the railroad towards Cisco are dragways on the side of a cañon two thousand feet from the creek below, curling round its dizzy crest four thousand feet above the level of the sea. The towering pines, the mountain peaks, the yawning rifts and chasms, present a sublime panorama. On a clear day, with a glass, the two valleys of Sacramento and San Joaquin are spread out like a map for three hundred miles, and at sunset no unpainted dream of Claude Lorraine or Turner was ever more marvellously enchanting.

The road passes through a section of which the population is constantly increasing. Thirty-five miles from San Francisco there are extensive mines of crystallized iron ore; and at Crystal Peak large beds of magnetic iron, and also of bituminous coal, have been found within two miles of each other. At Pea-Vine Mountain, five miles from the road, there are extensive copper mines. The mineral wealth of the country is enormous. Quarries of granite are also being opened, and the stone taken to San Francisco and other large cities for building purposes.

The company have received from New York thirty first-class locomotive engines and six hundred and seventy cars. They are now erecting a machine and repair shop, capable of building cars and locomotives equal to those now received from the Atlantic States. The rails are of the best American iron, as required by law. The bridges are of red fir from Oregon, with sills of red wood, which is as durable as cedar. The culverts are mostly of granite or hard rock. One culvert at the crossing of Cañon creek is a noble piece of solid masonry, twenty-eight feet in height and fifty-four feet in breadth. The laborers are now engaged night and day in three gangs, each working eight hours, on two tunnels, one at the summit of the Sierra Nevada, sixteen hundred feet long, and another, seven miles east of the summit, nine hundred feet long.

The line of the road is between the Big Bend of the Truckee river and Salt Lake City, and will be along the valley of the Humboldt, the route recommended by General Simpson. Though it is

not the most direct route, as it makes a detour to the northward, yet the grade is easy, not reaching over fifty-three feet to the mile. Mr. Leland Stanford, the President of the Company, expects to reach Great Salt Lake during the year 1870.

THE UNION PACIFIC.

The Union Pacific Railroad is properly said to start from the hundredth meridian of longitude west from Greenwich, and to proceed westward to join the Central Pacific of California at the most practicable point. But the company organized by Congress to construct the Union Pacific was also authorized by the same act to build a branch from Omaha to the hundredth meridian, and both roads are therefore considered under this title. Starting from Omaha it has been completed beyond the Forks of the Platte to a bridge over the North Fork. This is a distance of over three hundred miles.

On the third of December last, the route of the California Overland Mail was changed to this road, so as to go by way of Chicago, instead of St. Louis, saving four days. At the bridge over the North Fork it is taken by Halliday's Overland Stage Line. By next June it is expected that three hundred miles more of this line will be finished, although work has been suspended for the winter, not to be resumed again until early spring. This road from Omaha will be an extension of the Iowa branch of the Chicago and Northwestern Railroad. About thirty miles of this road on the east side of the Missouri river, between Woodbine and Council Bluffs, is unfinished; but when completed there will be direct connection from Chicago over the Union Pacific.

THE CENTRAL AND SOUTHERN BRANCHES.

Besides the Omaha Branch, there are two other branches which are being very rapidly built, and which were by the original law to join the Union Pacific proper at the hundredth meridian. These are the Central Branch from Atchison, and the Southern Branch from Kansas City. The last is improperly called the Union Pacific Railway Eastern Division, and thus much confusion of names arises. General Simpson suggests that it be called the Kansas River Branch, or the Southern Branch. The Central Branch is now completed for

sixty miles west of Atchison, running through the splendid country embraced by the Kickapoo reserve, which land has been obtained by the company by a treaty between the government and the Kickapoo Indians. It comprises about one hundred and twenty-five thousand acres of the finest land in the West.

The Southern Branch is completed from the mouth of the Kansas river, on its south side, up the Valley of the Kansas to Fort Riley, and beyond, a distance of about a hundred and fifty miles. These two branches by the original law, and by the maps filed at Washington, were to join on the banks of the Republican River at about the ninety-seventh meridian, and so proceed together to meet the Union Pacific at the hundredth meridian. During the last session of Congress, however, the route of the Kansas River Branch was changed. It was originally projected to run, after reaching Fort Riley, up the Republican Fork until it joined the Union Pacific at the hundredth meridian.

By the changed law it was allowed to proceed westward in the most direct and practicable way to join the Union Pacific at a point not further west than fifty miles west of the meridian of Denver. They have begun building on the Smoky Hill Fork, which will take them so far southward that the Santa Fé trade will probably accrue to them; and so that it is not improbable that they may never connect with the Union Pacific. By the law, however, the Southern Branch receives the subsidies hereafter referred to for the distance which it would have gone by the original law to join the Union Pacific, while the Central Branch has subsidies only for one hundred miles west of Atchison, at which distance it was expected to join the Southern Branch. It is claimed, however, that by the terms of the original law the road is entitled to the benefits of the Pacific Railroad act to the point where it will join the Union Pacific.

The route of the Southern Branch being changed, the Central Branch is left without any connection with the Union Pacific. The work was proceeded with upon the virtual pledge of such a connection, and Congress, or the proper authority, will be asked this winter, in fulfilment of that pledge, to grant them a subsidy, the same as that of which they would have had the benefit under the original act. This subsidy obtained, they will run up the Valley of the Republican or the Little Blue to join the Union Pacific at the hundredth meridian or at Fort Kearney. They will then form a very direct connection from the east with the Union Pacific.

PROJECTED BRANCHES.

A number of branches are projected on which no actual work has yet been done. The furthest north is the Sioux City Branch, to extend from Sioux City to join the Union Pacific, probably at Fremont, a place about fifty miles west of Omaha. Mr. John J. Blair, the president of the company, states that surveys have been made for the road, but not definitively fixed. South of the Omaha Branch a road is projected as a continuation of the Burlington and Missouri River Railroad, to cross the Missouri River at the south side of the mouth of the Platte, to join the Union Pacific not further west than the hundredth meridian. Its route has been fixed along the south side of the Platte and into the Platte Valley, about twenty miles east of Fort Kearney.

SUBSIDIES.

The government, to aid the construction of these roads through unpopulated regions, gives bonds and lands to each company. The Central Pacific of California and Union Pacific, on the completion of sections of not less than twenty miles of their roads, are entitled to bonds from the government to the amount of \$16,000 per mile from their initial points to the east line of the Rocky Mountains, and to the west base of the same for a distance of one hundred and fifty miles, and across the Sierra Nevada to the east base of the same for a distance of one hundred and fifty miles, they get \$48,000 per mile. Between the western base of the Rocky Mountains and the eastern base of the Sierra Nevada they get \$32,000 per mile. They are also entitled to ten alternate odd sections of land per mile, on each side of their roads, within limits of twenty miles on each side, not previously sold or reserved, or to which there is no pre-emption or homestead claim.

The Kansas River Branch is entitled to \$16,000 per mile, and lands as above, for a distance from the mouth of the Kansas river as far westward as would be equal to the length of its road, if, according to the act of July 1, 1862, it had joined the Pacific Railroad at the hundredth meridian. The Central or Atchison Branch gets \$16,000 per mile, and lands as above, for one hundred miles west of Atchison. The Omaha Branch gets the same. The Sioux City Pacific Railroad gets \$16,000, but only five alternate sections of land within ten miles on each side of the road. The extension of the Burlington and Missouri River Railroad is entitled to ten alternate sections of land as above, but not to bonds.

THE EXCURSION.

The following extracts are made from the numerous accounts and notices of the excursion.

A Pic-Nic on the Prairies.—The Pacific Railroad Excursion on the Central Branch.—Practical Views of Kansas.—“The Gateway of the West.”—Atchison.—Grasshopper River.—Visit to the Indians, etc., etc.

(From the New York Tribune.)

CINCINNATI, November 28, 1866.

THE officers and stockholders of the Atchison or Central Branch of the Union Pacific Railroad, who mostly reside in New York and Boston, desiring to make a personal inspection of their road just previous to the completion of the third section of twenty miles each, proposed to their friends a pleasant little trip of about three thousand three hundred miles from the Hub of the Universe and back; and in acceptance of that proposition over one hundred ladies and gentlemen started from New York November 13, in an elegant special car, and proceeded by way of Allentown and Pittsburgh to Chicago. Here they were shown the great tunnel, the stock yard, and the principal streets of the city, and had a hop at one of the hotels. They then went on to the Mississippi, especially noticed because of the red ribbons in their coats bearing the letters “C. B. U. P. R. R.”

The Central Branch of the Union Pacific Railroad starts at Atchison on the Missouri, and proceeds west to join the Union Pacific proper, either at Fort Kearney or at the hundredth meridian of longitude west from Greenwich. The Union Pacific proper, by the acts of Congress of 1862 and 1864, is to start from the hundredth meridian and proceed westward to meet the Central Pacific Railroad of California, which is being rapidly built eastward from Sacramento,

and which has already reached the summit of the Sierra Nevada. Three branches are already being built to connect with the Union Pacific at the hundredth meridian. The Northern Branch is the one from Omaha, of which about three hundred miles are now completed, beyond Fort Kearney and the Forks of the Platte, to a bridge over the North Fork. The Southern Branch, by the original law and by the maps filed at Washington, was to start from Kansas City and follow the Kansas River to Fort Riley, and then the Republican River to the junction at the hundredth meridian. The Central Branch is a continuation of the Hannibal and St. Joseph Railroad, and starts from Atchison, and was to join with the Southern Branch on the Republican River, one hundred miles from Atchison. Each of these branches was allowed by the Government a subsidy of \$16,000 per mile, and a grant of land of ten alternate sections per mile on each side, and within limits of twenty miles on each side, not sold, reserved, or otherwise disposed of by the United States, or to which a preëmption or homestead claim may not have attached at the time the line of the road was definitively fixed. Congress, however, at its last session, gave the Southern Branch, which is known by the name of the Eastern Division Union Pacific, the privilege of turning off at Fort Riley to the valley of the Smoky Hill Fork. The intention of this change is to secure the very valuable Santa Fé trade, and the result will probably be that this Southern Branch will not connect with the Pacific Railroad at all. The Central Branch is thus cut off from its connection with the Pacific Railroad, upon the faith of which the Company has expended over \$2,000,000, and upon the faith of which an immense amount of Government lands along that line has been bought by private individuals, unless Congress will give them, as they intend to ask, or unless they are entitled to the same subsidies as they already receive for the first one hundred miles, to enable them to connect with the Union Pacific, as they would have done if no change had been authorized.

At the rate at which the main lines and the different branches are being built, it is confidently believed that by 1871 there will be a continuous railroad line to the Pacific.

The officers of the Central Branch, most of whom were with the excursion, are R. M. Pomeroy, Boston, President; Effingham H. Nichols, New York, Treasurer; W. C. Wetmore, Vice-President; Thomas M. Sother, Secretary; and as Directors, W. C. Wetmore, E. H. Nichols, John A. Stewart, President U. S. Trust Company;

Henry Day, Clement B. Parsons, R. M. Pomeroy, Ginery Twichell, President Boston and Worcester Railroad; George S. Hale, Boston; E. B. Phillips, President Michigan Southern and Northern Indiana Railroad; the Hon. S. C. Pomeroy, B. F. Stringfellow, and Richard A. Park.

On the Mississippi River the young men of the party formed an organization for purposes of amusement, which, in honor of the Kickapoo Reservation, through which we were to pass, was called the Kickapoo Club. The following officers were elected: The Poist, the Singist, the Speakist, the Wristist, and the Demijohnist. The Poist being called on for a few feeble remarks, spoke as follows: "Fellow citizens, thirty years ago, the spot on which we now stand was part and parcel of the—h-o-w-ling wilderness!" The effective portion of this sentence is the word "howling," its sound, as uttered, corresponding with the sound which it is intended to represent, and all the party joining in the chorus of hideous and unearthly howls. "Yes, sir," he continued, increasing in fervor, "thirty years ago, the spot on which we now stand was part and parcel of the—h-o-w-ling wilderness!" He sat down amid great cheering. The Speakist being introduced, remarked that he fully agreed with the gentleman who had last spoken, and he especially coincided with him in the expression of the sentiments awakened by the consideration of the startling and significant fact that the spot on which we now stood was thirty years ago part and parcel of the—(chorus)—h-o-w-ling wilderness. (Cries "Singist! Singist!") The Singist said that this call was entirely unexpected, and that he was totally unprepared. As he was on his feet, however, he would throw out a thought which might be new to those before him. He desired to direct their minds to the interesting and momentous fact that thirty years ago, etc. The Demijohnist desired to propose a toast. He gave them—"The spot on which we now stand. Thirty years ago it was part and parcel of the—(chorus)—h-o-w-ling wilderness!" The proceedings closed with a song commencing—

" Mary had a little lamb, its fleece was white as snow,
Shouting the battle-cry of Freedom;
And everywhere that Mary went the lamb was sure to go,
Shouting the battle-cry of Freedom.
Chorus—The Union for ever," etc.

With one day's riding we passed from the east bank of the Mississippi to the west bank of the Missouri. The eastern half of

Missouri that we saw was wet and poor, infected with fever and ague ; the western half was excellent land. As the night approached we rode upon the prairies—upon vast tracks of land of a perfect level, sometimes bounded on every side by the horizon. As it grew darker, as the Kickapoo Club indulged in sentimental songs in which the ladies joined, and as the sleepy passengers settled back in the corners of the seats, there appeared on the edges of the horizon, here and there, the bright gleam of flames against the sky, which lay in the distance so close to the earth that the clouds and the rising columns of smoke were but “part and parcel” of each other. As we whirled along the Plains sometimes the fires were nearer, until, suddenly, the train burst into a line of burning prairie but a few rods from the side of the track, the flames sweeping the grass before them, waving their tops, and lighting up the cars with a lurid glare. The company involuntarily broke out in cheers, shouts, and exclamations of admiration. The line of fire continued along the track for perhaps a mile, and was decided to be a satisfactory substitute for the meteoric display which had been promised. Still further on towards St. Joseph the prairies were sometimes blackened with recent fire, sometimes covered with grass about three feet high, and sometimes burning as we passed. From St. Joseph we went to Atchison, going over the Missouri in the ferry-boat William Osborn, owned by the C. B. U. P. R. R., and named after Col. Osborn, the contractor. Landing and going up the hill into the city, the company found themselves quartered in Kansas for the night and the Sunday to follow.

St. Joseph is on the Missouri as well as Atchison, but at the former city, as may be seen on the map, the river takes an abrupt turn to the westward. At Atchison it turns again to the south-east, and at Wyandotte and Kansas City moves more directly to the east. St. Joseph, Atchison, Leavenworth, Kansas City, and Wyandotte, are situated on the principal points of this great bend of the Missouri from south to east, and of these cities Atchison is the furthest west. To these places the railroads of the east converge, and passing westward they will again diverge. This section is therefore called the “Gateway of the West.” It is the neck of the tunnel through which must go all emigration and all manufactures poured from the East to populate and supply the West. St. Joseph and Leavenworth are already large cities ; Kansas City and Atchison have just started. To increase the perplexities of the human mind the name of Kansas City indicates that it is not a city of Kansas at all, just as in St.

Louis *The Missouri Democrat* is a republican paper, and *The Missouri Republican* is a democratic paper. Kansas City is on the Missouri side opposite the mouth of the Kansas River, and Wyandotte is on the Kansas side. There is a question as to which of these cities will secure the largest amount of the growth and prosperity that are sure to accrue to places occupying such important natural positions.

Services were held on Sunday at Atchison by the Rev. Dr. Webb of Boston and the Rev. Mr. Tyng of New York, and Bishop Vail of Kansas made an eloquent and very graceful and appropriate reference to the visit to the city of so many friends from the East. Some of the party attended a colored church in the evening, and heard so good a sermon that it was the subject of general praise. At only one point were they struck with the sense of the ludicrous. The preacher, in reference to the Christian's position in the world, spoke of him as possessing not one foot of land in all this "howling wilderness." If the words "part and parcel" had been used he would, no doubt, have been surprised, not to say terrified, by a sudden and horrid chorus of howls. The church in which he preached was not plastered, and was \$300 in debt. So the party atoned for their levity by giving the pastor \$25 for the uses of his church, and by taking up a collection the next day increasing it to \$110.

On Monday morning the company started out for an excursion and pic-nic on the railroad which they had come especially to see. The day was beautiful, the air pure and bracing, the streams sparkling, the prairies brown and smiling, with shadows of clouds and patches of sunlight flying over them. A goodly number of young ladies from St. Joseph and Atchison, with fair and pleasant faces, had joined us, which, with other accessions, increased our number to about 500. Among them were :

Bishop Vail and daughters, the Rev. Dr. Webb and wife, Boston; the Rev. Dr. C. K. Imbrie, Jersey City; the Rev. S. H. Tyng, jr., New York; the Rev. T. O. Rice and wife, Boston; the Rev. J. O. Means, Gov. Smyth and wife of New Hampshire; Senator Pomeroy, Mayor Crowell and wife of Atchison; Gen. Curtis, Gen. Simpson, Dr. White of Connecticut, U. S. Commissioner; Gen. James Craig, President of Hannibal and St. Joseph Railroad, and daughter; E. B. Phillips, President of the Michigan Southern Railroad; Major T. J. Crew, President of the St. Joseph and Denver Railroad; the Hon. O.

Follet, President of the Dayton and Sandusky Railroad; the Hon. J. M. Richardson, ex-Secretary of State of Missouri; the Hon. John Corby, St. Joseph; the Hon. W. W. Clapp, Boston *Evening Gazette*; Charles H. Allen, Boston; Wm. R. Osborn, Treasurer of the Inebriate Asylum, Binghamton, N. Y., and daughter; Col. J. M. Tower and wife; D. H. Winton and wife; R. W. Meade and Henry Starring of the Hannibal and St. Joseph Railroad; Capt. T. J. Ahl, Cincinnati; Capt. H. W. Jackson, Newark, N. J.; S. S. Powell, ex-Mayor of Brooklyn; Geo. W. White, cashier of Mechanics' Bank, Brooklyn; A. Parkhurst, cashier of St. Nicholas Bank, N. Y.; Col. Holliday and Judge Bailey of Atchison; W. P. Libby, President Citizens' Gas Co., Brooklyn; the Hon. C. B. Wilkinson, St. Joseph; the Hon. Roswell Marsh, U. S. Commission; Col. Sanders of the Platte Country Railroad; the Rev. Pardee Butler, who, it will be remembered, during the first scenes of the settlement of Kansas, was tarred and feathered and sent down the river on a raft because he was a Free State man; and many others, no less well known, whom I do not call to mind.

The first river over which we passed was the Grasshopper, running, as is the case with all the streams round about, in a deep gulley ploughed by the freshets and fringed on each side with trees. It derives its name possibly from the prevalence of grasshoppers in the vicinity. Last summer these insects came swarming from the prairies upon Atchison like an invading army. They walked in the streets and entered the houses. The palm of the hand put down at random on the ground would cover a dozen of them. That particular turkey gobbler mentioned by the Kickapoo Club in one of its most brilliant and popular songs, who found a grasshopper sitting on a sweet potato vine, and, coming up behind, yanked him off the sweet potato vine, would have found little mercy at the hands of the grasshoppers of Atchison. Not being good stewed or fried or in soup, or even dried like shrimps, they were simply a nuisance. The only way to exterminate them is to burn the prairie grass in the Spring after they are hatched, instead of the Fall, and in that way roasted grasshoppers become very good for the soil. For that matter, however, there is abundance of soil now. It averages certainly over five feet; and one gentleman was willing to take his oath to convince some incredulous New Englanders, that in digging a well in the prairies he had found the soil seventeen and a half feet deep. Three or four feet of it could be taken off and sold for

manure in New York, providing it could be got there, without at all injuring the land.

At Muscatoh the train stopped at a little stone depôt—for all the depôts are of stone—and a little further on it stopped again at an Indian hut. Here lives an Aborigine known by the white people as Captain Jackson, with two squaws, his mother, a young son, and a papoose. He has two houses, one square and roughly built of boards, with but one room; the other of bark, with the tent shape that we see in pictures. In the board hut, the low ceiling was hung with bunches of corn and wide thin slices of meat, which you had to dodge your head to avoid. At one side was a cot on which a cat was coiled up, gently purring, and at the other, a rough stone fireplace with a log fire, and the old grandmother sitting at his side with the papoose in her arms. There was also corn in the other hut, a solitary hen roamed about picking up kernels, and there was a fire in the centre of three logs with their points together. A hound with puppies had a comfortable kennel by the side of the board hut. When the ladies heard of the papoose there was great excitement. They all rushed to the hut, and thronged at the door, and every one of them wanted the papoose. But President Pomeroy, who had been chosen Big Injun of the Kickapoo Club, thwarted them all. He caught the infant in his arms, laid its tawny cheek caressingly against his shoulder, and came forth with the prize amid cheers and laughter. He marched up and down by the side of the train, soothing its incipient warwhoops, and the ladies said: "It was so cunning. Hi, yi, yi. Bress ze ittle sing. Wat's ze matty? Look at its eyes." The dilapidated Indian boy, after some instigation from his civilized friends, took up a large collection of stamps in his battered felt hat, with which his respected parent had a high old time in Atchison the next day. At a stopping-place a little further on, there were a number of horses, and some fine riding was had on the prairies by Capt. Jackson and Capt. Ahl. The Kickapoo Club continued in excellent spirits, Mr. Bowen, of Chicago, blowing the Kickapoo horn, and leading in various grotesque performances. At last the train arrived at the last telegraph station. This was on the Kickapoo Reservation. A little further on the road is being built at the rate of a mile per day. Here the ladies sat down in circles upon the long dry grass; and from the baggage car were rolled out barrels and boxes and baskets filled with all things pleasant to the stomach in infinite variety and abundance.

Here we sat, 1,600 miles away from home, yet wonderfully near, for Mr. Nichols, the Treasurer of the road, sent a dispatch to New York as we sat there, and received a reply almost immediately. Just beyond, the wire lay coiled upon the ground, ready to bridge any distance over which it may be stretched. The Rev. Dr. Webb, too, stated that he had occupied the same seat in the same car from Jersey City to this place, as yet unnamed.

I may say a word here about the land which we saw, and about Kansas. We sat here, with such a rolling and varied and yet uncircumscribed landscape around us, such a pure and vivifying atmosphere about us, such a clear, bright sky closing over us, that it seemed as though this was the top of the world, which looked straight towards the universal zenith, and over which the sun always shone; and as though the lands in the distance all sloped off to the sides of the earth. The prairies are rolling and beautiful, cut up into natural sections by the deep valleys of the streams and graded as by a gardener's skill—as boundless in extent as the prairies of Missouri, but varied and relieved from their painful and monotonous dead level.

The pioneer of the old pictures is a sturdy workman with axe in hand, clearing away, rod by rod, the wood-incumbered wilderness. The meadows of New England, even after being cleared of the bulwarks and tangles of the forests, have been ploughed and re-ploughed, the harrow has gone over them to level them, loads and loads of stones have been picked from them, boulders have been blasted out, they have been profusely manured, and still the farmers' machines are blunted and broken by stones and hillocks and tangling roots, and the ground must be continually fed with manure. Here the land is cleared, there are no cobble-stones, the soil is five feet deep, and, as Senator Pomeroy remarked, it is not only good soil, but it is free soil. But there are plenty of quarries of fine shelving stone for building purposes all over the State. Looking over the landscape you see the tops of trees rising out of the valleys; go into the valleys and you find them stocked with excellent timber, some of it the best kind, as for instance, black walnut. Trees do not grow upon the uplands on account of the annual burning of the prairies, but they will grow there; and as population comes in, it will probably be found necessary to plant them there to give sufficient supply of wood. There is very little fruit in the State at present. The settlers have only just commenced to plant trees; but Bishop Vail

states that he has eaten as fine peaches from Kansas soil as can be got in the New York market ; and there is a vineyard near Lawrence in which the very finest qualities of grapes have been raised, and the owner is making himself rich by supplying the market with them. Orchards of tender trees will not grow alone upon the uplands ; but by planting about the sides a barrier of some native trees, as the cottonwood, to protect them from the winds, it is found that thriving and beautiful orchards may be cultivated. Bishop Vail contends that Kansas is capable of raising nearly everything required for man's use within itself, except sugar. And as a partial substitute for this, sorghum is produced in large quantities, and is in universal use. Almost every farmer raises it, and has his own mill to prepare it. The climate is delightful. Bishop Vail states that there is very little fever and ague ; there is no new State that has so little of it. The State is watered by the Kansas, the Osage, and the Neosho Rivers, all of which empty finally into the Mississippi. The wonderful expanse traversed by the tributaries of this great river is almost too vast for the mind to compass. Coming up almost, it would seem, across a continent, from New Orleans through the Mississippi and Missouri to Atchison, we find that the last-named river is still navigable 2,500 miles above Atchison. There is said to be a point on the Rocky Mountains where two tiny streams of water bubble out, one to the east, and the other to the west, where a person taking a cup of water in each hand, and pouring one to the right, and the other to the left, may know that after running hundreds of miles, and joining many currents, the water from the one will finally reach the Pacific, and from the other, the Atlantic. So, also, two of these Kansas streams, the Osage and the Neosho, rise within ten miles of each other towards Fort Riley, and yet stretch apart and empty into the great rivers 1,500 miles apart ; the one into the Missouri, and the other through the Arkansas into the Mississippi. Kansas is a young State. All the grown people we see there are emigrants. Only the children under ten and twelve are natives. Mr. Pardee Butler corrected the Kickapoo Club as to its figures. Ten years ago, he said, and not thirty years ago, the spot on which we stand was part and parcel of a h-o-w-ling wilderness. But the Kickapoo Club had a profound contempt for facts and common sense. The first civilized child born in the State is only twenty years old. She is a beautiful and accomplished young lady of Topeka ; and was born at Wyandotte, her father being an Indian agent at that

place. Topeka, as is known, is the capital of Kansas, and its name means wild potatoes, and not "small potatoes," as has been insinuated. Kansas is the Central State of the Union. The precise geographical centre of the Union is Fort Riley. The State contains 50,000,000 of acres. At the ancient allowance of an acre to one person, it could accommodate comfortably all the population of the United States, with room for about 20,000,000 more.

As the pic-nickers sat on the grass enjoying their dinner, suddenly they noticed a breath of smoke, and a clear column of flame coming on before the wind directly towards them. Some of the party, regardless of the fine and punishment assigned by the laws of Kansas as the penalty for such an act, had set the prairie on fire. The ladies sprang up with little screams and laughter, and the brave Kickapoos ran to the rescue of the fair fawns, glad of an excuse to rescue them from something. All ran to the opposite side of the track, over which the fire did not come. The waiters picked up the barrels and boxes and crockery as rapidly as they could, and nothing was harmed. Then when the eating was through, Gen. Craig, who is the wittiest man in the vicinity of the Missouri River, opened the side of the new and handsome baggage car, and began to call up the speakers of the party to address the assembled audience. President Pomeroy, Treasurer Nichols, Senator Pomeroy, Mayor Crowell, Gov. Smyth, Gen. Curtis, Judge Woodson, the Rev Mr. Tyng, the Rev. Dr. Webb, Mr. Butler, and others, made brief speeches. In the evening, at Atchison, we had speeches from the Hon. A. G. Otis, Gen. Simpson, Senator Pomeroy, Mr. Nichols, Mr. Hale, of Boston, Judge Graham, Mr. Glick, and a hop afterwards. At St. Joseph the excursionists had a splendid reception, being escorted in carriages by the fire department and a band to Brady's Hall, where Gen. Craig introduced them, Mayor Beattie welcomed them in behalf of the city authorities, and where speeches were made by Gen. Curtis, Dr. Webb, the Hon. C. B. Wilkinson, of *The St. Joseph Herald*, and others, which was all followed by a dinner. They went next to Leavenworth, then to St. Louis, and then to Cincinnati, where they were welcomed by the Cincinnati Chamber of Commerce, presented with copies of the annual report, and taken in carriages to the principal points of interest about the city, including the great Suspension Bridge, Spring Grove Cemetery, and Clifton. The humble individuals of our party having thus swung round the circle, returned home.

Excursion to the Central Branch Union Pacific, or Atchison and Pike's Peak Railroad.

(From the Chicago Tribune.)

IN the year 1860 the American people decided that a railroad should be built to connect the Atlantic States with the Pacific coast. The tremendous development of the State of California had already demonstrated to a people with whom, more than with all others, time is money, it would be cheapest to build a railroad across the continent, and they came to the conclusion that they could not afford to go round by way of Cape Horn, to take the cut-off offered by the Straits of Magellan, nor even to patronize the Isthmus of Panama. And when, in addition to this, the interior of this vast continent was found to be richer in the precious metals than the gold mines of Ophir, and thousands of adventurous hearts and willing hands went out to prospect, and delve, and pan out in the gullies of the Territories, the need of a railroad was even more stringently felt. Still again, when these men sent and brought home the intelligence that heavy machinery was necessary to successfully prosecute the search, then the demand for a railroad became too urgent to be disregarded ; its construction was authorized by the government, and provision made for aiding in the work.

In the years 1862 and 1864, Congress passed the Union Pacific Railroad laws, providing for the building of a road running westward, to be called the "Union Pacific Railroad," and another running east, to be called the "Central Pacific Railroad," running towards each other. These are now building, and will probably meet near the City of the "Saints" in 1871.

The Union Pacific Railroad proper commences at the one hundredth parallel of longitude west from Greenwich, in latitude about forty degrees twenty minutes, or about that of Keokuk on the Mississippi, and two hundred and fifty miles west of the Missouri river. The original law provided for three branches which should connect with the main line, and granted subsidies, both in bonds and lands, to aid in their construction. These three branches are : The Omaha Branch, popularly known as the main line, being built under the same organization as the Union Pacific ; the other two branches are

the Atchison and the Kansas Valley branches, distinguished as the "Central," and "Southern." In accordance with the acts above noted, the Southern Branch should have commenced at Kansas City (connecting direct with St. Louis *via* Jefferson City, Mo.), and following along the Kansas river to Fort Riley, turned then north-west by north up the Republican river, connecting with the Union Pacific Railroad at the one hundredth parallel. The Central or Atchison Branch was to start from the city of Atchison, on the Missouri river, and running in a westerly direction, strike the Southern Branch on the banks of the Republican river, one hundred miles from Atchison. The law provided that the companies proposing to build these several roads and branches should file their assent, with the maps of the route chosen. The Hannibal and St. Joseph Company, of Missouri, filed their assent, with the maps for the construction of the central branches, for one hundred miles in length next the Missouri river. The rights and privileges which they thus acquired were, on June 9, 1863, transferred to the "Atchison and Pike's Peak Railroad Company," the Act of July 1, 1862, giving to the "associates, successors, and assigns" of the Hannibal and St. Joseph Company, all the rights and powers thereby conveyed to them. By virtue of this arrangement, therefore, the Atchison and Pike's Peak Railroad Company are entitled to the benefits of the Pacific Railroad Act. They commenced to grade the road in the fall of 1865, and began to lay the iron in May last. The first twenty miles were completed and inspected about the beginning of August, and the subsidy of \$16,000 per mile paid by the government. About fifty miles are now completed; the second section of twenty miles is inspected and approved by the government commissioners.

At the last session of Congress permission was given to the Southern Branch Company to refile the map of their road, by which they are permitted to pass westward by the Smoky Hill route, crossing the one hundredth meridian some ninety miles southward of the Union Pacific Railroad, and of course omitting to supply the required connection of one hundred and fifty miles between the Republican river and the eastern end of the Union Pacific Railroad, without which connection the Central Branch would be inoperative as a through route. It is probably with a view to securing the important Santa Fé trade not only for itself, but for St. Louis, to which city the traffic of the Southern Branch will be carried.

The Atchison and Pike's Peak Railroad Company remonstrated

against this change, which would cut them off from the object of their work, but the permission was given, and they now claim that, having been deprived of vested rights by the change, they should be enabled by Congress to build the wanting section of one hundred and fifty miles, by having granted to them the full subsidy for that portion, as it is now allowed for the one hundred miles already authorized. They urge that unless that section be built, the one hundred miles will not be a portion of the Pacific Railroad system, but will be an isolated line of road. They claim that it would not be fair, nor indeed possible, for them to build the extra road without the same allowance as that already granted for all the rest.

An effort will therefore be made to induce Congress, at its next session, to grant the subsidy referred to. The Company will represent the incalculable value to the country at large of a railroad connecting Northern Missouri with the great Pacific coast. They urge, too, that it is but justice to the people of Atchison that the road should be carried through, as their trade has materially fallen off in consequence of the opening up of other roads, in the absence of railroad facilities through Atchison, which is the normal outlet for a large and important section. It is claimed, too, that this is much the most reliable route, as less snow falls along this line and in North Missouri (on the parallel of forty degrees) than in two or three degrees either north or south of that parallel.

VISITING THE ROAD.

The second twenty miles of the Central Branch being completed, the government commissioners went out last week to inspect it, previous to the payment of the subsidy of \$16,000 per mile. The commissioners are: Brevet Brigadier-General J. H. Simpson, President of the Corps of Civil Engineers at Washington; Dr. W. M. White, of New Haven, Connecticut; and General Curtis. The officers and stockholders of the road deemed it a good opportunity to go out and see what was being done with the money, and what kind of a country lay around it, and on the way to it. An excursion party was organized, which left New York on the morning of Tuesday, the thirteenth instant, and increased as it went westward. The excursionists arrived in Chicago on Wednesday evening, and after spending Thursday in seeing the sights of the city, left on Friday

morning for Kansas, *via* the Chicago, Burlington and Quincy, and the Hannibal and St. Joseph Railroads.

[Here follows a list of the excursionists.]

THE EXCURSION

Was a most comfortable one ; carried out with a view to quiet enjoyment of the journey. Nothing was omitted which could conduce to the real comfort of the party individually and collectively, while no provision was made for boisterous mirth. The railroad companies placed at the disposal of the tourists everything needed, the Michigan Southern sending its luxurious directors' car through to Kansas, and the Michigan Central lending its magnificent new car as far as Quincy.

The "Union Pacific Car," in which the majority of the Eastern excursionists were bestowed during the trip, merits a short description, as it is intended for use on the road in that now far West, carrying thither all the ease, if not all the luxuriance, allotted to travellers by rail on the Atlantic side of the Missouri. It was built by Messrs. Cunningham & Sons, of Jersey City, for the company. It has seats for sixty persons, is forty-three feet long, and has high-deck and "compromise" wheels, being made to run on either the broad or the narrow gauge. It is fitted in oak, with walnut trimmings, ground-glass deck lights, and gold bands around the ceiling. The seats are upholstered with green Brussels, and the carpets are of the same material. The arrangements for lighting, heating, and ventilating are as near perfect as is usually attained on this sub-lunary sphere. There is no attempt at elegance, but a strict regard to the essentials of comfort and durability. Of the temporary garniture, we may note the portrait of the contractor for the road—Colonel William Osborne—and a beautiful flag, the banner of the State of New York, wrought in beautiful taste in woollen embroidery, the work of a lady friend of one of the Directors, and prepared for the occasion. On one end was the inscription (Psalm cxxvii. 1), "Except the Lord build the house they labor in vain that build it." The text was chosen with reference to the ceremonial appointed for the Sabbath at Atchison, the commencement of a tabernacle for the service of the Most High in that far Western clime, which ten years ago had scarce been trodden by the foot of the white man, and now

blossoms as the rose, threatening to rival the well cultivated spots of the East in the claim to be called the "Garden of Eden."

THE ARRANGEMENTS

Deserve more than a passing notice. They were *au fait*. There was no bustle, no confusion; not even the semblance of it. With the aid of C. R. Allen, Esq., the President and Treasurer marshalled the forces in thorough discipline. They telegraphed forward for so many rooms in each place, and then before the arrival of the train had each member of the party assigned to such and such a room in this or that hotel. The riding was all done by day. At night the ladies took the omnibuses, the gentlemen walking to one hotel. There the names were called off in the office, and each, on responding, was sent to the place allotted, methodically and quietly. All were accommodated, and there was no crowding.

ACROSS ILLINOIS.

The journey from Chicago to Quincy on the Mississippi, a distance of 265 miles, was performed between the hours of 8½ A.M. and 10 P.M., nearly twenty miles per hour, including stoppages. The excursionists were much interested in looking out upon the vast prairies of Illinois, and noting the evidences of high prosperity everywhere observable. They questioned particularly about the coal-fields of the State, as they saw the black diamonds piled up at the pits at Princeton and Kewanee. The thriving city of Quincy, with its 20,000 inhabitants, its substantial brick structures, rugged, declivitous streets, and first-class hotels, pleased them much. They bade good-by to Quincy and Illinois with many kindly remembrances.

Not the least notable of their remembrances of Illinois will be the golden sunset on the prairies. It was a most magnificent sight, fairly rivalling that well-known, oft-described phenomenon—the sunset at sea. A flood of golden light illumed the whole Western horizon for many minutes; and prominent amid the swimming, dazzling mass, was one beauteous grouping, a sea of molten gold, with a river of silver brightness flowing into it with meandering course. The resemblance was so perfect that one was tempted to believe it a mirage, reflecting Lake Pepin and a section of the Upper Missis-

sippi from the cloud banks in the firmament. It was a sight whose luxuriance can scarcely be imagined, and would immortalize the painter who could fix the hundredth part of its glory on canvas.

OVER THE RIVER.

The bosom of the great Father of Waters was never more placid than when at early morn the party left their hotels for the boat to cross to the Missouri shore. The sun shone brightly, and his rays were reflected in floods of golden light from the unrippled surface of the Paçtolian stream, which washes up greenbacks, if not gold, to tens of thousands of dwellers on its banks, and carries the riches of a great portion of the continent to the far-off lands beyond the ocean's tide. It was rather cold, but we enjoyed it. The cool, clear atmosphere acted as a powerful tonic, none the less welcome because many of the party were on a tour of relaxation. The exuberance of spirits broke out ere the boat had left her moorings, in the formation of a Kickapoo Club, which, thenceforth, was the life and soul of the party.

THE KICKAPOOS

Were not organized from among a band of Indians, but composed of white people, whose express work it was to *kick up hur-rahs* on any and every possible occasion for the amusement of the company. They had their singist, poetist, speakist, a few other ists, and lastly a demi-john-ist, the latter office being, however, a sinecure, as but little of the ardent was visible through the trip. Truth compels us to say that the Kickapoos were (like Falstaff) not so much witty themselves, as the cause of wit in others. Their singing was very good, and their cheering, if not *inspiring*, was original—in fact, *sui generis*. As an instance of the rattling volleys drawn by the fire of these raw recruits, we may mention a speech made by Rev. Stephen H. Tyng (son of Rev. S. H. Tyng, D.D.) at Brookfield, where the party halted for dinner on Saturday. The Kickapoos called on him for a speech, and he addressed the citizens of Brookfield in a humorous talk of about three minutes, in which he introduced his Indian friends and their squaws, told how they came into existence and to that place, what they came for, and where they were going to, and ended with an exhortation to his hearers not to be imposed on

in the future by such a precious set of hypocrites. The Kickapoos, as in duty bound, sustained their own witness, giving him three hearty cheers in their own expressive fashion—sh ! sh ! sh !

THROUGH MISSOURI.

About nine o'clock on Saturday morning the party landed in Missouri, and took the cars of the Quincy and Palmyra Railroad, a line of about twelve miles in length, then running into the Hannibal and St. Joseph Railroad, but now forming a branch of that road. Just before the cars got under way, the conversation was suspended for a few moments while the Giver of all good was asked for a blessing on the journey of the day, the devotions being led by Rev. Mr. Tyng, in the Union Pacific Railroad car, and by Rev. Dr. Webb, in the Michigan Southern car. Then the iron horse snorted as if impatient to be gone, and slowly the excursion train moved on its way. At Palmyra a stop of a few minutes was made, and then : Westward ho ! to

“Where the mighty Missouri rolls down to the sea.”

The journey across the State of Missouri, from Quincy to St. Joseph (204 miles), was a most interesting one, the scenery forming a most pleasing contrast with that presented to the eye on the previous day. On Friday the broad prairies of Illinois had been spread out to the gaze of the traveller—an almost ocean-like expanse ; on Saturday, rough crags, ragged bluffs, meandering valleys, and thick forests, while here and there were pointed out the scenes of terrible strife, of guerilla raids, of bridge burnings and house levellings, by the rebel hordes during the war. Now the train would plunge along a deep cutting, precipitous banks on each side frowning down upon the spectator, and anon the tree-tops were beneath the iron rails, and the traveller looked down wonderingly at the yawing gulf beneath, like the balloon voyager, who sees the world moving beneath him, and hears the clouds rolling their thunders harmlessly at his feet. Here, for miles, the miniature hills and valleys, the woods and the prairie openings, presented no signs of civilization, the sole visible spot which the altering hand of man had touched, being that long, narrow strip of iron road along which the train was moving ; there, amid the distant trees, the curling smoke gave signs that humanity had marked the spot for its own, and sheep and cattle told

of human owners not far distant. Then the scene would change, and for miles the country exhibited high cultivation. Thousands of acres of corn yet stood in the fields, uncut or in shocks, and horses, singly or in groups, relieved the loneliness of the scene.

THE PRAIRIE ON FIRE.

This during the day: the latter third of the Missouri journey was accomplished after the pall of night had fallen, and over a stretch of scarce broken prairie country. The night scene was grand. About six o'clock, the cry, "The prairie is on fire," caused a rush to the windows. Half a mile to the south a line of light flame extended three or four hundred yards across the meridian. The flame varied from a few inches to a couple of yards in height. It seemed to sweep along slowly and steadily, dying out in one spot, and springing up in another. This had been passed but a few minutes when a grander specimen of prairie burning was met. The fire was "swinging round a circle" of nearly half a mile in diameter, one side of which came almost close to the track; it seemed to be moving in a westerly direction, and it needed but a slight stretch of fancy to conjure up a dark towering form in the centre around which myriads of sprites were dancing in flickering homage. Presently a solid block of flame, apparently several yards in thickness, shot up towards the sky. Scarcely was this passed when a long serpentine wreath of flame was crossed by the locomotive, tortuous as the course of the Mississippi, and extending out on either side of the track to the distance of much more than a mile. Still the train rolled along, and other sheets, and films, and blocks, and wreaths of fire were seen to the right and left almost till the train reached St. Joseph.

These prairie burnings are frequent in the fall of the year; when the grass is dry and withering, it burns like tinder. It is easy enough to account for the burning, but not so easy to account for the setting on fire. The theory of the people in that section is, that the grass is set on fire by the gun-wadding used by hunters; but it is difficult to believe that there were enough hunters out on Saturday evening to set the prairie on fire in a hundred different places, and at least so many separate burning spots were visible far and near along the line of travel. We will not endeavor to explain the origin

of the phenomenon, which amply compensated the excursionists for the omission of the grand meteoric display, which did not come off as expected.

The Missouri portion of the trip was most agreeable. The road was in excellent condition, having been recently much improved, the carriages first class, the fare excellent, and the other attentions all that could be desired. The party was joined early in the day by C. W. Mead, Esq., the popular Superintendent of the Hannibal and St. Joseph Railroad, and P. B. Groat, Esq., the General Passenger Agent, and at Macon by General James H. Craig, the President of the Road, whose genial wit kept in a roar of laughter such of the party as could get within talking distance. Mr. Starring, the General Agent, who joined the party at Chicago, was most efficient in the discharge of the duty assumed by him—that of ministering to the general comfort of the wayfarers. We must not omit to mention as prominent among the “attentions” of the officers of the Hannibal and St. Joseph Railroad, the magnificent dinner provided for the entire party by them at Brookfield, the half-way house between Quincy and St. Joseph. It was “a feast fit for the gods,” having as recommendations, not only quality, but those rare attributes, quantity and readiness. The tables were so well served that in less than two minutes from the time the train stopped the whole party was seated and served, and after ample time had been allowed for eating (without waiting), it was found that there was plenty left. It was a most agreeable surprise. It was not a table spread in the “howling wilderness,” but it was a most bountiful repast provided so far away from any of the centres of civilization that it far exceeded the expectations of the most sanguine, and at the conclusion the approval of the company vented itself in three hearty cheers for each of the officers of the road, and three more for Mr. Blossom, the proprietor of the establishment. It was a pleasant contrast to the dinner of the previous day, which, by the way, was but a sample of the general run of the dinners at railway stations. There the party seated themselves at the tables, on which were placed a few morsels of bread, one chicken to about a dozen persons, and a few little pats of vegetables. Not a waiter appeared till three-fourths of the stopping-time had expired, and then the “diners” were called on to know whether they would “like roast beef, roast mutton,” etc., etc. There was plenty to eat after the time for eating had gone by, and the time for paying came. We refrain from publishing the name of the stopping-place,

because that establishment is entitled to no particular ill-will. It's a way they have in the army, of making money by saving the victuals. There is no use in selecting any one railroad eating-house as the object of special animadversion ; it is the rule to which there are but few exceptions, the custom of which we would say, with Hamlet, "Oh! reform it altogether."

(A description follows of the portion of Missouri over which the Hannibal and St. Joseph Railroad passes.)

IN KANSAS.

At ten o'clock on Saturday night the party reached Winthrop, and took the boat for the other side of the Missouri, which is here more than half a mile wide, and about twenty-two feet deep. The boat is named W. B. Osborne, after the contractor for the building of the Central Branch Union Pacific Railroad. The Kansas shore was quickly reached, and ere long the whole party was safely within the hotels and seated at well filled tables, refreshing themselves after their weary journey in the State that, after years of suffering and of blood, is at last fulfilling her manifest destiny. The slaveocrats in Kansas "accepted the inevitable when the inevitable came," much sooner than they in the farther South ; and the State, relieved from the curse of their presence, is now taking giant strides in the giant march of the West.

ATCHISON.

A pleasant place is Atchison. It is situated on the western bank of the Missouri, at a place on the river called "The Gate of the West." An examination of the map (a good one) will show why. "The Gate" is a graceful sweep of about twelve miles in length—bow-shaped—the crown of the flat arch lying to the west, and Atchison resting thereon. At each end of the sweep the stream doubles under to the east, enclosing a semi-circular promontory of half or three-quarters of a mile diameter ; the whole forming a magnificent echinus, whose axis runs about two points to the west of north. Just above the city is an island containing about two sections of fertile land, now under cultivation. The river in this stretch is somewhat narrower than above and below, where it

averages three-quarters of a mile, and twenty feet deep at ordinary low water. In flood times the water has been known to rise twenty-five feet, but without overflow, the banks being high. It is at this natural point that Atchison is located—the key of the whole position. It is here that the travel of that whole section naturally centres, and will centre far more largely as the facilities for travelling are multiplied. Some idea of the amount of travel here in this part may be gathered from the fact that but recently one man had in his employ one thousand men, five thousand oxen, and two thousand mules, all engaged hauling between the “Gate” and the “Far West.” With the opening up of other railroad routes this force is now diminished, but the “Central Branch” will ere long do twenty times the transportation, while the oxen and mules will be employed on subsidiary routes, instead of the main avenue of traffic.

Atchison stands on the bluff, raised many feet above the water level, which is reached by steep roads and inclined planes. It is a hilly, uneven place, requiring no artificial drainage, having a pure atmosphere, being free from malaria, and having but one disadvantage—muddy water—though the Missouri water is very clear if allowed to settle. It is only twelve years old, having been founded in 1854 by the pro-slavery party, who established there a paper to advocate their doctrines, which it did in the most rabid manner. Some three years later the place and paper were bought out by Senator Pomeroy, and the whilom organ of slavery became a Free-Soil advocate. The city of Atchison (it is now incorporated) was comparatively free from the Lecompton, Topeka, and Lawrence troubles, and has grown apace. It has now six thousand inhabitants, six church societies, three fine hotels, two banks, two papers (both Republican), and maintains sixteen lawyers. The Catholic church, when completed, will have cost nearly \$100,000; attached to it is now a seminary containing about fifty young ladies, and a college, which numbers on its rolls some seventy-five male students. The Baptist, Congregationalist, and Methodist societies, have each a church building, and the Presbyterians a hall. The Episcopalians have laid the foundation for a new church structure to cost about \$20,000, and a residence for the Bishop to cost \$8,000 more. Atchison has two large grist-mills, the largest saw-mill in the State, a Masonic Hall, an Odd-Fellows' Hall, and a wide-awake population. There are no public-school buildings. Atchison stands on the school section of the township, and the site was sold when worth but little; but the citizens stand a

tax of about eight mills on the dollar for school purposes, and have a fine corps of teachers, with a well graduated course. The children are taught in the buildings already enumerated. The place is destined to grow and increase more rapidly in the future than in the past, when the great Pacific Railroad sends one of its branches through the city.

Land in the central part of Atchison is held at \$50 to \$60 per front foot ; near the outskirts about \$600 per acre.

In the matter of hotels Atchison takes the lead. The party of one hundred and twenty guests, with many visitors from the surrounding country, were all entertained at the hotels without crowding, and with a commissariat fully equal in all respects to that of the Tremont or Sherman at Chicago. We ought not to omit mention of the wine furnished ; it was the product of Missouri, and a really fine article, much better than the bastard Clicquot so often offered in Chicago in place of the real article. The hotel-keepers of Atchison deserve all praise for the admirable manner in which they catered to the comfort of their guests. We will not make an invidious distinction where each did so well.

A SABBATH IN THE FAR WEST.

The Sabbath-day broke on the party at Atchison ; the Sabbath sun welcomed them right royally to a day of rest in that Western city. A bounteous supper and a good bed, a quiet conscience and a healthy constitution, are good invigorators, and the party found it so. Probably half an hour was occupied in sauntering around the streets, mounting to the top of the highest bluff, and scanning the surrounding country, or taking in the magnificent sweep of the Missouri, whose broad surface eastward reflected the rays of the morning sun to the eye, dazzling the retina, while the western range shone like a sheet of pure, almost dead white. The return, and the breakfast, and then church, dinner, afternoon conversation, a sacred song round the piano, supper, the evening church gathering, and a subsequent stroll, or sacred singing, closed the day to the party. It was a regular New England Sabbath, without the Puritanic rigor which deprives it of comfort. It was pleasant to observe, too, that the Atchison people were all of the same mind. The saloons were rigidly closed—it was difficult even to get a cigar. The post-office

was open for one hour only, in the middle of the day. The people all seemed to attend church. We were very favorably impressed by the social aspect of Atchison, and the more pleased as one is prepared to meet with a little laxity in such a place, if anywhere. Chicago, on Sunday, is a very Babel compared to Atchison.

It had been announced that the corner-stone of an Episcopal church would be laid on Sunday, but the interesting ceremony did not occur. The Episcopal Society is the only one which has not a building in which to worship God. They have put in the foundations of a neat little structure, intended to cost some \$25,000; the building will probably be finished early in next year. Episcopal service was held in the morning in a large hall in Price's block, which was attended by a majority of the excursionists and a large number of citizens, the room being very well filled. The prayers were read by the rector—Rev. John Bakewell—after which Rev. S. H. Tyng, Jr., preached a very impressive sermon, the leading idea of which was that Jesus, who was crucified, still lives—in glory above, and on earth in the hearts of his saints. The sermon was a plain review of the whole plan of Gospel salvation—its beginning the justification of the sinner, its end holiness to the Lord.

Bishop Vail (of Kansas) then briefly welcomed the excursionists to the State. Mr. Tyng then appealed to the assembly in behalf of the church. It was intended to "build a house" to the Lord of Hosts, and money was needed. A building was also needed for the residence of the bishop. Bishop Vail had offered to subscribe \$1,000 towards it out of his own private purse; but this should not be accepted: it was not just. Subscriptions would be gladly received in aid of the cause, and the speaker would make a personal canvass among the excursionists ere they left the city.

A number of subscriptions were handed in at the close of the services.

In the evening, a Union Bible Society was held in the Congregational Hall, which was very largely attended. A. G. Otis, Esq., presided. After a recognition of the Divine presence, Bishop Vail stated the object of the gathering. It was to provide for the placing of a copy of the Word of God in the hands of every adult in the county. The Bishop was followed by Rev. S. H. Tyng, Senator Pomeroy, and Rev. Dr. Webb. Rev. S. D. Storrs (Congregationalist), Rev. W. K. Marshall (Methodist), Rev. E. P. Lewis (Presbyterian), and Rev. J. Blakewell (Episcopalian), were present. About one

hundred dollars were taken up in collection at the close of the meeting.

Mr. Claflin, father of the Lieutenant-Governor of Massachusetts, completed his seventy-fifth birthday.

THE NEW ROAD.

The real excursion was taken on Monday. At ten o'clock five passenger cars rolled away from the depot of Atchison filled with excursionists, and preceded by another car containing a well arranged commissariat for the journey. The original party had been largely reinforced by residents of the surrounding country, making about three hundred, and including all the prominent gentlemen of the section, with numerous lady friends. A large party came over from St. Joseph in the morning, and the roads in all directions leading into Atchison presented a very lively appearance, vehicles of all kinds dashing along, bearing those who were about to join the excursionists. Several editors of papers published in and near Atchison were also of the party.

THE ROAD AND COUNTRY.

The road over which the train bore the excursionists runs always due west, turning a little here and there to suit the character of the ground, but without any extensive curves or steep gradients. The first twenty miles is marked by numerous cuttings and embankments, and a few bridges ; after that the road departs but little from the natural surface. The direction of the road thus far is across the country, cutting the ridges and valleys at right angles. West of that the furrow lines of the route run in the other direction—across the meridian—and but little cutting or banking up is necessary. The road is well built, the ties being large and of hard wood, running two thousand seven hundred to the mile. The iron is from Troy, N. Y., and Pennsylvania, and a little from Cleveland. The bridges are well built, there being considerable quantities of gray limestone at several points along the route, and station-houses are being erected of the same material. The Commissioners pronounce it excellent work. It is being performed under the supervision of C. Gunn, Esq., Civil Engineer of the Road. A single telegraph wire runs alongside the track, the beginning of a telegraph system

which will ere long flash over the continent the wants, and thoughts, and actions of millions of people, whose homes will be on the boundless plains of the Great West, its fertile soil yielding food not only for them but for other untold millions elsewhere.

As already indicated, the surface of the section passed through is rolling, most of it being prairie. It has a good natural drainage, and appears to be sufficiently watered, though that fact could not be well ascertained in a trip through it at this season of the year. The soil is deep, showing an average of perhaps a yard in thickness by the sides of the cuttings, and reaching the astonishing depth of seventeen feet eight inches in one bottom where a well was sunk, twenty-five miles from Atchison. It rests on a subsoil of hard pan, the clay being of a good quality for making bricks, being free from limestone. This rests on a bed of grey limestone, and this again on shale. Coal is believed to underlie the whole. It is a remarkable fact that the different strata have little or no dip, they do not even follow the undulations of the soil, arguing an alluvial formation undisturbed by upheavals. At the depth of about twenty feet the well borers find a thin stratum of sand, containing numerous shells, showing that the whole has been at one time under water, perhaps for ages. The character of the soil may be inferred from the fact that the crop of 1860 was fully one-fourth of the average yield, though not a drop of rain had fallen for fifteen months.

There is but little timber along the road, a regular gradation in quantity being observable from east to west. Near Atchison it is moderately plentiful; grows scarcer to the limit of Atchison county, eighteen miles out; and on the Kickapoo Reserve shows but little except in thin strips along Nigger creek, and a few smaller streams. Geological research develops the remarkable and encouraging fact that the vegetable growth is extending westward at the rate of about two miles per year. The whole country from the Missouri river to Denver was ages ago an arid desert. From four hundred miles to about five hundred and fifty miles west of Atchison it is still barren, and it is only for a few miles west of Atchison that the timber growth has succeeded in establishing itself above the influence of prairie fires. The timber is still creeping west, preceded some three hundred miles by the grasses. Before many years have elapsed the whole country will be grassed and susceptible to timber growth, a result which will be materially aided by the presence of man. In this connection we may state that the aridity of Denver produces a

very large alkaline spring, which gives forth potash enough to supply the continent.

Climatologically, the line of the Hannibal and St. Joseph and Central Branch Union Pacific Railroad, lying near the fortieth parallel of latitude, is much drier than the country north or south. It is believed that it will be available for travel in winter often when the other roads are blocked up by snow, and in like manner be free from the disasters incident to heavy floods, especially as the line lies high and dry, being well drained from rain and exposed to a wind-scouring process sufficient to for ever keep it clear of snow.

The country is fast filling up. All the lands as far as the west line of Atchison county were entered by private parties before the road was decided on. These are now held at five to fifteen dollars per acre; good lands near the county line selling at \$1,000 the quarter section. To compensate for this, the company holds 125,000 acres of magnificent land in the famous Kickapoo Reserve, which will soon be in the market at from three to ten dollars per acre. The land is at present unoccupied except by a few Indians of the Kickapoo and Potawotomie tribes. The road runs through the middle of the Reserve, which occupies the greater portion of Brown, and parts of Atchison and Jackson counties.

The Atchison and Pike's Peak Railroad Company has contracted with Colonel Osborne to build the whole line of one hundred miles. Sixty are now graded, and the iron laid on forty-five miles; the other fifteen will be covered by the iron rail by the tenth proximo. The company has up to the present time expended about two millions of dollars, the capital stock being one million, with power to increase to an amount equal to the expense of building the road. It is the intention of the company, when the line is completed to the junction of the Union Pacific Railroad at or near Fort Kearney, to build a line connecting that point with the Southern Branch, thus striking for the Santa Fé trade. This movement will largely benefit Northern Missouri and Chicago, as the trade of Santa Fé is a great and highly important one.

In this connection we may note that the "Eastern" branch has now completed about one hundred and forty-six miles of its track from Wyandotte, and it is rumored intends to make application to take up their track at the eastern end, connecting with the Missouri river at Leavenworth instead of Wyandotte, thirty miles distant, so as to make the road run between Leavenworth and Lawrence,

instead of from Kansas City and Wyandotte to Lawrence as now. The Leavenworth people are understood to be moving in this matter, deeming it of vital importance to their interests, as a proposed cut-off from Lawrence to Pleasant Hill (about one hundred and twenty-five miles) would leave them "out in the cold" without the compensation of being with New England in that dread dilemma.

THE TRIP

Was performed with much interest. It was the culminating point of attention of the whole route—the *Ultima Thule* of the travel. About twenty-two miles out the train halted opposite the quarters of Old Pettiquauk, or Captain Hamilton, the Kickapoo chief, whose wigwam stands just inside the Reserve, opposite two thousand acres of land owned by Major Keith, the Indian agent, who negotiated the treaty for the government by which the Reserve became national property. The cabin was an object of great curiosity, and was thoroughly examined. The old chief had gone over the hill, but his two squaws were there, with some half-a-dozen papooses, the youngest of whom was carried by President Pomeroy through the train, despite his urgent infantile protestations. Nobody kissed him! They say the two squaws do not quarrel, but are always on the best of terms. We need not attempt to describe the interior of the house, nor of its exact counterpart—a bark wigwam near it—which the genuine Indian always builds, whether you make him live in a house or not. There was no scalp inside, save the unraised ones on the heads of the women and children. One of the boys got a good supply of greenbacks from the visitors.

Arrived at the end of the road, the party disembarked and looked round. Track-laying was not in progress, they being short of iron. The President sent a dispatch to Boston, and then ordered dinner, which was scarcely finished ere the answer came, having been sent one thousand five hundred miles each way, and crossed two great rivers in each direction. The weather was lovely, like all that had been met with in Kansas, as pretty a specimen of Indian summer as one could wish for, and enough to enamor one of the section where they have such charming seasons. The collation was spread, and the party was soon seated in groups around the well-filled baskets, discussing ham, chicken, turkey, biscuit, cheese, sausage, and with milk as a libation, while a few had a seasoning dash of champagne,

of which, however, there was not enough for all. The meal was a hearty one, the long ride over the prairies having given every one an excellent appetite; and the way the viands were put out of sight, there in the midst of the howling wilderness, was a genuine caution to boarding-house keepers to study the habits of the individual before agreeing on the price.

An unexpected occurrence interrupted the dinner. The prairie was on fire. A long, broad line of flame was discovered some half a mile to the south, and it swept rapidly down to where the party was sitting, making them vacate in double-quick style. Soon, where they had been sitting was a smouldering plane of ashes. The road-way stopped the progress of the flames, and the people on the other side prepared their dinner in safety.

The meal concluded, the guests gathered around the rear car to listen to a few speeches. They were short and to the point.

General Craig, President of the Hannibal and St. Joseph Railroad, on behalf of the citizens of St. Joe, extended a cordial invitation to the excursionists and the people of Atchison to go down to St. Joseph on the morrow and enjoy the hospitalities of the city.

The invitation was accepted by President Pomeroy, on behalf of the Eastern excursionists, and by Senator Pomeroy, on behalf of the Atchison people.

John M. Crowell, Esq., Mayor of Atchison, invited one and all to meet at Price's Hall in the evening, for a good time.

Rev. Mr. Tyng, of New York, was dragged out from the social circle he was mingling with. He delivered a humorous speech, interspersed with stories.

General Curtis, the hero of Pea Ridge, was introduced and spoke briefly, expressing his high sense of the compliment paid to Kansas by the visit of such a distinguished party. They all desired to see the prosperity of the whole country, but he was particularly interested in the welfare of the West, and looked forward to the time when the people of Montana, and California, and Nevada, will assemble on these rich and fertile prairies; they will be followed at no distant day by the people of China and Japan, who will use this as the great highway of nations.

The following was offered by Mr. Allen :

"The East and the West—clasping hands across a broad territory—may the iron bonds which connect them be a guarantee of friendship to future generations."

Judge Woodson, of St. Joseph, was called on, and paid a very flattering compliment to the energy of the gentlemen and beauty of the ladies who composed the excursion party.

Governor Smyth, of New Hampshire, was taken by surprise at having been brought all the way to Kansas to make a speech. It was a fine evidence of the progress of the age that such an excursion into the bowels of a continent could be managed so successfully as was the present one. He never realized the extent of the troubles of Kansas till he heard it on the preceding evening from the lips of the Mayor of Atchison—himself a New Hampshire man, who was a very good specimen of the kind of men and women they raise in the Granite State. They had never seen prairies in his State, but he would try to tell his neighbors what he had seen, and trusted that, to some extent, it would benefit Kansas.

Dr. Webb, of Boston, had a word to say about the road; more than fifteen hundred miles from New York the party had come into the heart of the country. He had been much impressed with the significance of the facts he noted on the way. He had especially noted some things told him in Chicago, about her population of 225,000 people, all sprung up within the past thirty-five years. From there to Quincy, with her 25,000 inhabitants, he had been impressed with the greatness of Illinois; in St. Joseph 1,200 houses had been built during the past year, and room is wanted still. In Atchison they have 6,000 people, although in 1854 there was not a resident there. Through all these cities this great Pacific tide of travel will soon set in and multiply them a hundred fold. The wealth of these prairies, their gold, silver, coal, invites and will attract millions from Europe and the Eastern States. Within five years an excursion of thousands will take place, to pic-nic at the foot of the Rocky Mountains, while millions will go there to stay.

E. H. Nichols, Esq., of New York, Treasurer of the road, spoke at length on the inception of the road, the call for a transcontinental highway on the parallel of forty degrees, and the future prospects of the road. The chief facts in his review will be found in a former column.

Pardee Butler was called for. Eleven years ago he came to Atchison and went on a "visit of exploration" down the Missouri, and came out in a peculiar dress—tar and feathers. (He was thus branded for his opposition to slavery.) The millennium is here now—not in the future. The Scripture tells us that one of the

marks of the millennium is that the lion shall lie down with the lamb. The little child is scarcely leading them yet, but his mother is doing it, and soon there will be universal and perpetual peace and harmony.

Colonel Clapp, of Boston, was called for, and spoke shortly and to the purpose. He eulogized the energy and whole-souled conduct of the President of the road, Mr. Pomeroy, and proposed to give him a simple testimonial of their sentiments—each one sending a *carte de visite* to him, or, rather, to his able Adjutant-General, Allen.

Senator Pomeroy was the last speaker. He was introduced as the able, energetic, hard-working Senator from Kansas. He would not then detain them, but would only say, as an old darkey said to him twelve years ago, "there is a heap of cleared land in Kansas," and that he would add—it is free soil. They loved Kansas, because it had been consecrated by their labor and their blood. The soil will support as much of a population as they can get in a hundred years to come here. And Nebraska will be in the Union next January. Colorado, Deseret, and Nevada, will soon be in the great arch of States of which Kansas will be the keystone—all of one character—all free. The Senator concluded by exhibiting a sample of the cotton raised in the State, and which was going to the World's Fair in Paris next year; also some other agricultural products.

The cry "all aboard" was then sounded, and the party took the cars for Atchison, where they arrived in time for the evening meal, all well pleased with the trip into the heart of what was so recently "Bleeding Kansas."

RECEPTION IN THE EVENING.

A gathering of the citizens of Atchison was held in the evening, for the purpose of welcoming the excursionists, in Presbyterian Hall. Hon. A. G. Otis was chosen chairman, and Judge Adams and Colonel Martin, of the two Atchison papers, were chosen secretaries. The chairman stated the object of the meeting, and welcomed the excursionists to the city. He referred proudly to the stretch of country which the party had that day visited. It was a magnificent section, and had an unequalled country around it. He remembered the time when this was indeed an isolated pioneer country, but, thank God, it is so no longer. We are now reversing the old

order of things—building the railroad first and letting civilization follow. He only hoped that the excursionists could stay with them always.

R. M. Pomeroy, Esq., the President of the road, was loudly called for and cheered most enthusiastically. He was proud and surprised to visit the city, and to ride over its prairies seeing what a great country it is. Atchison was a much more cultivated city than he expected; indeed, he felt in walking its streets that he was almost in Boston. The trip was a most pleasant one, not a single incident had occurred to mar its pleasure.

Senator Pomeroy was the next speaker. He had a word to say of Kansas and her people. It begins to be known now that they are somewhere. When the Nebraska bill was passed it was said by one Congressman that they would have to reach it by way of California. But it is a beautiful country—beautiful as the sight over which the morning stars sang together. Not only is the soil inexhaustible, but it is free, and one of the largest States in the Union. New York has but 47,000 square miles. Kansas has 115,000 square miles; it is as large as two Pennsylvanias. It has a fine central position. It supplies bacon to Colorado, and cotton and wool to the East. In climate, soil, and position, it is second to none. And what of her people? No big cities, but plenty of work done. Kansas has been in trouble; first within her own borders, and then during the great war. This had prevented improvement in a great degree. And Kansas did nobly during the war. She had twenty thousand men in the field, furnishing more men than the whole country did to the war with Mexico. And she furnished NONE for the rebellion, and never was a loyal draft enforced in the State, neither was a Kansas regiment ever surrendered. More soldiers from this State perished in the line of battle than from any other, in proportion to their numbers. This was why the State had not done more for internal improvement. He had found, in canvassing the State, that nearly every soldier had settled on a quarter section of land, and was engaged in developing the country. What they are doing to-day is only the shadow of the substance of greatness that is to follow. Kansas, too, increased her majorities at the last election. It is the men of the West who have taken hold. The resources of the country have not yet been touched. Our debt of three thousand millions is nothing now, though appalling at the beginning, and is rapidly decreasing at the rate of twenty millions a month, and this on a

reduced taxation, the tax being entirely taken off railroad iron. Yet our resources are undeveloped, as the country is unknown.

General Simpson, Commissioner of the Pacific Railroads, was then introduced and warmly received. He sketched the substance of the three especial acts of Congress bearing on the Pacific Railroad question (1862, 1864, and 1865). The connection was seen to be necessary. The gold mines of California demanded a quick mode of transit, and its population pointed the call for quick relationship. A bird's-eye view of the country from the Missouri river to the Atlantic shows it to be chequered with railroads, while intervening between the Missouri and California are great deserts and mountains almost impassable. Those difficulties seemed insuperable at first, but have been conquered; and in the providence of the Almighty the great work was commenced in the midst of the most gigantic war the world had seen.

The question arose how to meet this want. A great coast line existed, each part of which was interested in having the initial point located to meet its wants. Congress united these conflicting interests by authorizing a central line west of the one hundredth meridian, and five branches on the eastern part of the continent. The speaker then sketched the main features of the Atchison line and the changes made in the direction of the Union Pacific Railroad Eastern branch, as already detailed. The Sioux City branch and the Union Pacific Railroad, from Omaha to the base of the Rocky Mountains, are entitled to a subsidy of \$16,000 per mile, and the latter road three times that for one hundred and fifty miles west of the Rocky Mountains. The Atchison line and the Eastern Branch have also the subsidy, and all have land grants. The Northwestern Road has now completed its road to two hundred and ninety-two miles over the Missouri to the north fork of the Platte. The Southerly Branch has reached one hundred and fifty miles from the initial point; the other two roads have done nothing as yet. The Central Pacific Railroad was begun at Sacramento, and it is in running condition from there to Cisco, a distance of ninety-two miles, attaining at the latter place a height of six thousand feet. They have ten thousand men engaged on the Sierra Nevada in tunnelling and grading. The work is being done in the most durable form. Their iron, sixty pounds to the yard and sixty-six pounds in the mountain, ties of red wood, and their tunnels open for double tracks. They have surveyed six or seven routes, and the Humboldt route is thus far the

most favorable. In 1870 they expect to reach Salt Lake. The Union Pacific has made the most careful surveys, and they find a route practicable with short grades, none exceeding one hundred and sixteen feet to the mile. The exact route will be determined in a few days. A road can be obtained from Salt Lake to the Humboldt with a grade not exceeding sixty feet to the mile, or a cutting of more than nine feet. The California Central is also entitled to a subsidy in bonds.

The law contemplates that this great route shall be finished by 1877, under forfeiture. It will be finished in five or six years, but more legislation is needed. Utah abounds with men ready to work, and material, both wood and iron. It only needs the capital. The law, however, only allows working three hundred miles in advance of the iron. This is not enough for the Union Pacific Railroad, which should be permitted to work eight hundred or nine hundred miles ahead of the track.

Such a law will probably be passed. The people are all wanting it, and the papers are demanding it; Congress will accede to the request. The laying of the Atlantic cable will be speedily followed by the railroad and the telegraph lines across the continent.

Effingham H. Nichols, Esq., the Treasurer of the road, thanked, in brief but expressive terms, the people of Atchison for the kind welcome extended. They were proud of it, and were pleased with the country they had visited. They wanted the citizens of Atchison to aid them in the endeavor, at the coming session of Congress, to gain the subsidy of \$16,000 per mile for building the one hundred and fifty miles of road which had been vacated by the Smoky Hill Bill. Atchison is a favored place. The Missouri is navigable for two thousand five hundred miles above Atchison, which is located on a great sweep of the river, called "The Gate of the West."

In aiding the railroad company the people of Atchison would be subserving their own interests, and aiding to build up the country at large, in fulfilling its magnificent destiny.

Mr. Hale, of Boston, said—The whirligig of time brings about its revenges. The name which, but a few years ago, was associated with stories of bushwhackers, is now the appellation of the noble city in which he then stood, not on the wide prairie, but in a spacious hall, equal to many on the Atlantic shore. He could but revert to the grave of Old John Brown, who was known out here, and now lies among the Adirondacks, with a large boulder at the head of his grave, on which

stone was cut simply, in letters a foot long and an inch deep, the inscription, "John Brown : 1859." The speaker then dwelt at some length on the past history of Kansas, in the times when Senator Pomeroy and others came out with a rifle in one hand, a church under each arm, and a school-house in his breeches pocket. They came to prevent Kansas from being separated from Massachusetts, and he trusted that the iron bands, now being laid down, would bind the two States still more closely together than they even now are, though bound with a cord of Union which cannot be broken. The best way to succeed was to work for the mutual interests of both sections. The stockholders of the road look to the people of Atchison to aid them in a case where gross injustice has been done. Would they do it? It were of far greater importance to the people of Atchison than to the stockholders; to the first it was a question of all time, to the second it is only the question of an hour.

The meeting was then briefly addressed by Judge Graham, of Atchison, who was followed by Mr. Glick, resident attorney of the road. The latter gentleman gave a graphic account of the condition and prospects of Kansas, with her inexhaustible stores of coal, and stone, and marble, and saltpetre, alum, and alkali. She had increased her population twenty-five thousand the past year, and there is room for many millions.

The party then adjourned to Price's Hall, where an hour or two was spent very pleasantly in dancing and becoming more intimately acquainted with each other.

CHANGE OF NAME.

A meeting of the stockholders of the road was held after the excursion, in Atchison, at which a majority of the stock was represented. It was unanimously resolved to change the name from the "Atchison and Pike's Peak Railroad" to "The Central Branch Union Pacific Railroad." The laws of Kansas allow of this being done at a meeting at which a majority of the stock is represented.

CONFERENCE WITH THE INDIANS.

The directors of the Union Pacific Railroad Company, Central Branch, were visited on Tuesday, at Atchison, by three of the five

great chiefs of the Kickapoo tribe, who came to complain of certain damages sustained from the railroad work, and to demand redress. The following are the names of the distinguished braves, with their English translation : Poh-kan-kah, or John Kennekuk ; Parthee, or the Elk Chief ; Pet-ti-quank, or Rolling Thunder. They were accompanied by F. G. Adams, Esq., Agent of the Kennekuk Indians and General Superintendent ; Thomas Murphy, Esq., Central Superintendent, and their interpreter, a young man of about twenty-two, well educated and of pleasing address.

The " negotiations " were of a very formal character, the Indians comporting themselves with as much dignity as though invested with as much of the " divinity (that) doth hedge a king," as was the usurping autocrat of Denmark. They seated themselves, with their heads covered, while the railroad magnates were required to stand " with sinciput bare," and furnish the cigars into the bargain. Mr. Nichols, the Treasurer, conducted the negotiations on behalf of the company, and so technical were the braves that they would not reply to remarks made by others. The chiefs and interpreter were each presented with a sack of flour, in addition to the agreed compensation for the trifling damages sustained by the red men.

ST. JOSEPH.

About noon the excursionists bade adieu to Atchison and its many pleasing associations, not without a feeling of regret at the parting. They crossed the river, the sun shining brightly, and, while on the bosom of the Missouri, added another to the list of their good works in Atchison, taking up a handsome collection for the benefit of the African church now building in that city. Dr. Webb also announced an anonymous charity, the gift of seventy-five dollars to the Congregational Church (Rev. Mr. Storrs). After some delay, arising from the necessity of sending the boat back for a few dilatory ones, and about fifteen of the citizens of Atchison, the train rolled away towards St. Joseph, where it arrived about two o'clock.

The party was met at the depôt by the Mayor of the city, Armstrong Beattie, Esq., General Craig, President of the Hannibal & St. Joseph Railroad, several of the city officials, the St. Joseph Fire Company, and a large concourse of citizens, who received the excursionists with loud cheers as they stepped on the platform. Carriages

were provided for the guests, and the long line, preceded by a fine band of music and the entire fire department of the city in their simple but picturesque uniform, moved through the principal streets to Brady's Hall, on Felix street, where, after a few introductions to the citizens, the assemblage was called to order by General Craig, and the hospitalities of St. Joseph were formally tendered to the excursionists. The platform was occupied by several distinguished gentlemen, few of whom spoke, and those briefly, there being not much time for talking. President Ralph M. Pomeroy thanked the citizens for the honor conferred on the party, and then General Curtis, the Government Commissioner and the hero of Pea Ridge, was loudly called for. The General had not long since taken military possession of the city, and he referred to the fact in a good-humored way; it was easy to tell from the plaudits which answered his remarks, that none of his hearers felt particularly insulted by the capture. The General was indeed the hero of the day. He was followed by ex-Mayor Powell, of Brooklyn, New York. Music by the band followed, and then Dr. Webb delivered a spicy address, which kept the audience in a roar. General Simpson followed, and at the close of his remarks the call of "dinner" was the signal for an adjournment to the spacious parlors of the Pacific Hotel, and thence to the dining-room, where a most excellent dinner was served, and was done full justice to.

The dinner over, Mr. Pomeroy gave thanks to the citizens for their kind hospitalities. His remarks were eloquently responded to by Hon. Charles Wilkinson, of the *St. Joseph Herald*.

The train was in waiting, and was soon reached. Arrived at the depôt three hearty cheers were given for St. Joseph and her noble-hearted citizens, and at five o'clock the party moved along towards Leavenworth amid much cheering, waving of handkerchiefs, etc.

St. Joseph is a stirring city of some twenty-five thousand inhabitants, inhabiting about seven sections of land, and having a municipal valuation of six millions of dollars. It is situated on the east bank of the Missouri, twenty miles above Atchison, and has a large river front and business, supplying about two-thirds of the Arkansas trade. As an evidence of its prosperity, we may state that one thousand new buildings have been erected within the past year—a rate of increase about proportional to the growth of Chicago; three of these buildings were substantial brick school-houses, in addition to the four previously in use. St. Joseph contains nine hotels and eight

churches. It has grown up with the Missouri River trade, of which it is a principal depôt, since 1843, when it was first laid out, the whole site being then owned by two men—Joseph Reaubedaux and Fred. Schmidt. The principal trade would seem to be in wagons, draught animals, and provisions.

St. Joseph is an awkward-looking place, having a very irregular site. Some of the streets have been cut down ten or twelve feet, leaving the houses, which once stood on the street level, now perched on a clay bank, a slide of which would bring the structure down into the road. But the houses are well built, a majority being of brick, and appear to be comfortably furnished. The people are enterprising, energetic, and large-hearted, and deserve great credit for having reared a city so large and so prosperous, where so recently was nothing but a howling wilderness.

DOWN THE RIVER.

The journey back to Winthrop was rapidly performed, and here the Atchisonians bade good-by to their companions, who proceeded by rail to Weston, a distance of about twenty-five miles down the river, the road running alongside the stream through a wood thickly lining the banks. At Weston, the boat E. Hensley was in waiting, and the captain kindly volunteered to carry the party to Leavenworth, free of charge. The distance of seven miles down the river was soon accomplished. The night was clear, but cold, and those who had the endurance to remain outside were amply repaid by the dim view of the scenery along the banks. The chief object noticeable in the trip was a long line of shoaly islands, or, rather, a succession of banks, which rose in the middle of the stream; a few snags were also met with, and the dim outlines of the Fort were viewed with interest. About nine o'clock the boat arrived at the Leavenworth landing, and the party proceeded to the Planters' Hotel.

LEAVENWORTH

is the wonder of the Missouri Valley. Some of the party had been inclined to look on Atchison as the only place of importance in Kansas. They owned their error when they looked upon the fine

streets and noble buildings of Leavenworth, and heard that twelve years ago the first white child was born on the site of this now beautiful city, and that then scarce a hundred persons owned it as their shanty residence. Now it contains an enumerated population of 25,000, stands on an area of nine square miles, has six daily papers, sixteen churches, three of which are Catholic, and a Catholic cathedral in process of erection, has seventeen public schools, with one high school, a property of \$20,000 as a school fund, and had last year an interior trade of \$110,000,000. Outside the Fort there are employed 14,780 wagons, and an equal number of drivers, 5,000 teamsters, and 143,000 cattle, a capital of \$11,307,200 being invested in the "hauling" business; one man alone employs about 1,000 hands. The trade of the city is entirely interior—the supply of the West beyond—and at the proper season an immense amount of material is sent out to New Mexico, Texas, and other points southwest. The city lies in a huge basin, hills rising all around it at the distance of two or three miles, giving a good natural drainage, but subjecting it to rather inconvenient washes in the time of heavy rains, the water from the surrounding hills rushing through the streets in torrents. They have an abundance of first-class stone, and the best of brickmaking clay underlies the entire city, and stretches away out to the prairies beyond. The price of central city property is from \$150 to \$200 per front foot, and firmly held at that. The hotel accommodations are ample. The Planters' Hotel alone will sleep three hundred people comfortably. It is furnished in excellent style.

Then outside of the town is the Fort—lying about two miles up the river. It is presided over by Colonel J. W. Potter (now Brevet Brigadier-General), well known in Chicago. The Fort is the supply depôt for the whole of that vast stretch of country lying westward, the supplies sent out last year reaching 60,000,000 pounds. Owing to the short time allotted the party in Leavenworth, the Fort was not visited, and we are unable to describe the interesting place. In the moonlight it appeared picturesque enough, and considerably scattered, the surrounding buildings being probably the dwellings of the workmen, teamsters, etc., and stabling for their horses and cattle.

THE LAST OF KANSAS.

At seven o'clock Wednesday morning the bell sounded, as a signal to begin the swing round the other side of the great circle of their travel. The mail train of the Pacific Railroad of Missouri was invaded by the party, a special train not being procurable. The first forty miles of the road lay in Kansas, along the west bank of the Missouri, and most of the way under a high bluff, which effectually shuts out the country from view. The first part of the road skirts the Delaware Reserve, and the Wyandotte Reserve lay a little beyond, both now opened up to settlement. Just inside the southern boundary of the State, the Kansas River runs into the Missouri in a direction almost due east. It is a wide stream, and is spanned by a fine, substantial suspension bridge. On the north bank stands Wyandotte, a thriving place. Here are located the railroad workshops, and several substantial private buildings. Rugged nature has been very successfully battled with, high bluffs having been "toned down" and rough places made smooth. The macadam seems to have been plentifully used, the stone being almost granitic, and making an admirable road bed. This place was the last the party saw of Kansas State. The Rubicon was crossed about nine o'clock in the morning, the party was once more in Missouri, their faces turned homewards towards the rising sun.

FOCAL POSITION OF KANSAS.

Bishop Vail, of Kansas, accompanied the party from Leavenworth to St. Louis, and on the way down discoursed eloquently on the position, condition, capabilities, and prospects of Kansas. He has been in the State about two years, having been elected Diocesan Bishop in 1864, and since that time has given his whole soul to the work. He is a man of genial temperament, eminently practical in his views, and well educated not only in college studies, but in the book of the human heart. His diocese embraces about eleven Episcopal churches, principally located in the eastern part of the State.

Bishop Vail has an enthusiastic and abiding faith in the future greatness of Kansas. He considers the State as one of the best in the Union, both in regard to its internal character and external relations. There is no part of the State which is not valuable as agri-

cultural land, not a spot where good building stone may not be obtained within five miles, and no part of it but is well drained and watered, though water power and timber are deficient, the latter, however, being uniformly found along the streams which intersect every portion of the State. This last lack will be remedied as the process of settlement goes on. He estimates the increase of the population during the past year at one hundred thousand. He spoke of the fact that there are no adult natives in Kansas, the first-born of the State being a young woman of some twenty summers, who first saw the light at Topeka, the present State Capital, her father being Indian Agent there. He looks upon Kansas as destined to be the great (as it is now the geographical) centre of the Union—the monument to the memory of Major Ogden, at Fort Riley, being the exact centre of the United States and Territories. The overland communication between the two great lines of settlement on the Atlantic and Pacific slopes, converges midway to that portion of the Missouri River which bounds Kansas and Southern Nebraska, which forms the neck of a great natural hour-glass, through which the sands of human sustenance and wealth now flow, and must flow in the future with an ever increasing volume. Then, too, the State of Kansas being the most westerly of the arable lands of the Atlantic side, will be in the future the last great source from which will be drawn the immense stores of produce needed to feed the dwellers in those vast regions; and inasmuch as in consequence of the heavy freightage from the East, the States in that section will be unable to compete with the farmers of Kansas, the business of grain and stock raising must always be profitable to a degree not known in the East. This fact, once felt, will draw to that State ever increasing numbers of hardy men, whose toil will be amply rewarded by the rich crops offered by that fertile soil to the cultivator.

The Bishop gives an excellent account of the educational status of the present and coming generations. The people now there are the very best class of emigrants, well educated and enterprising. They are largely American. The school-house is ordinarily the best building in the township, and good teachers are eagerly sought after, with remunerative salaries.

The great lack of the West is pine timber. In Missouri the hard woods are plentiful, but for finishing purposes they are forced to rely on supplies from other States, the great bulk of their lumber being brought from Chicago. In Kansas the difficulty is still greater, as

the sources of supply are more distant, and the expense of transit proportionably greater. Kansas has some very good timber—oak, cottonwood, and walnut, being the principal varieties, and of good quality, but of pine there is none. Along the bottoms all over the State, and plentifully distributed in the eastern portions, is timber enough to supply the State for centuries to come, with prospects of an increase as the country becomes settled.

[Here follows a description of the portions of Central Missouri, through which the Missouri Pacific Railroad passes; and also, an account of the meeting at Smithton, with the resolutions printed above.]

The party then adjourned to the cars, with cheers, and proceeded on the way to St. Louis.

ANOTHER CONTRIBUTION.

In the afternoon another collection was taken up on the cars, in aid of a colored church in Ohio; the sum of \$206 was subscribed.

IN ST. LOUIS.

The party landed in St. Louis at one o'clock on Thursday morning after a fatiguing ride of over seventeen hours, and proceeded to the Lindell Hotel, where, by the forethought of the managers of the excursion, rooms had been engaged for all.

THE CITY.

The morning of Thursday was occupied in viewing the city of St. Lou's; some ascended to the magnificent dome of the City Hall, the finest dome in the country save that at Washington, and looked around with much interest on the big city of the Mississippi, which covers an area of some thirty-six square miles. It has a river frontage of nine miles, and an enumerated population of 200,264. Some others visited the Mercantile Institute, whose three thousand five hundred members have the use of a library containing some twenty-seven thousand volumes, in a suite of rooms munificently adorned with works of art—a series of fine paintings, and a collection of superb (that is scarcely the word) statuary, the latter the work of a home artist, the well known Miss Hosmer. We notice, since

Missouri declared herself on the side of freedom, more money has been expended in one year in public improvements in St. Louis than in six years previously. Surely no better instance need be adduced in illustration of the truth that "Honesty is the best policy." In dealing honestly with those whose skins are a little darker than their own, the whites of St. Louis find themselves prospering in an unprecedented ratio. The magnificent hotels of the city are crowded; the levees, on which St. Louis spreads herself and her merchandize in a way which would be the ruin of Chicago profits, are covered with a busy multitude; her narrow "French" streets are being invaded by the horse railroads; and she has a lady at the head of the Normal Department of her public schools, with a salary of \$2,000 per year. St. Louis is going ahead.

SEPARATING.

Here the party began to break up, a portion returning to their homes *via* Cincinnati, and others returning to Chicago over the St. Louis and Alton Railroad, whose Directors kindly furnished two special cars for the use of the little knot of excursionists, most of whom belong to this city. Among the exceptions was Governor Smyth, of New Hampshire, who was called to Milwaukee in conjunction with General Butler to select the site for the National Asylum for Disabled Volunteer Soldiers. The Chicagoans arrived home early on Friday morning, having performed the journey of twelve hundred and fifty miles in two hours less than one week.

The trip was an exceedingly pleasant one. The weather was delightful during the entire journey, the scenery interesting, the company mutually agreeable, the accommodations good, and the arrangements all through excellent. To E. B. Phillips, Esq., of the Michigan Southern, the Chicago portion of the excursionists are especially indebted, and Mr. Starring, who accompanied them the entire trip, was unceasing in his attentions.

The Story of a Trip from Boston to Kansas.

(From the Boston Saturday Evening Gazette)

PRELIMINARY AND DISCURSIVE.

A few weeks since, while seated at our desk, in that capacious sanctum with the interior of which so many of our readers are

familiar, a gentleman (omitting to send in his card on the silver receiver held in the hands of our faithful outside sentinel) boldly presented himself, and without preliminary introductory remark stated, as he sank into our visitor's arm-chair: "I want to go to Kansas." The proposition, as it first struck us, appeared to indicate insanity on the part of our friend, but when we looked at his classic brow and glanced at his pleasant face, we saw he meant business. Had he proposed that we should at once start to look after the remains of Sir John Franklin, or suggested that a call upon Brigham Young was an imperative duty for us to perform, our surprise would not have been greater than his original proposition. We took a long look at him, to be assured that his equilibrium was correct, and mildly asked:

"When?"

"After election," he replied.

"What for?" we ventured to ask.

"Railroad opening—tell you more about it another time. Will you go?"

As we gave a hesitating "Yes" to his response, he departed, and we attempted to resume an editorial, which we regret to say was never completed, as it would undoubtedly have had a very important influence upon the country, and prevented that panic in the stock market which, in the absence of any other cause, we shall ever attribute to the interruption caused by the visit of our friend.

WHAT KIND FRIENDS PREDICTED.

Having promised to visit Kansas, we became at once intensely Kansified, and we found "bleeding Kansas," "Stringfellow," "Lecompton Constitution," "Topeka Convention," "Sharpe's Rifles," and other memories of that State flowing so rapidly from the point of our pen, that any attempt to bring our mind to consider home questions was an utter impossibility, and we threw down the pen in disgust, only too happy to welcome our friend Tibbs.

"You look agitated," said Tibbs; "a little feverish, perhaps—take four pilules of aconite and alternate with nux."

"Fudge!—nothing of the kind. We are going to Kansas," we exclaimed.

"Kansas!" reiterated Tibbs, looking astonished. "Going to

Kansas in November? The grizzly bears will make a forenoon lunch of you, or you will be buried in a snow storm for six weeks."

"Cannot help it, Tibbs," we ventured to say; "we have given our word, and if we knew two hundred Kickapoo Indians were sitting on the top of two hundred wigwams, with scalping implements, ready to make love to our ambrosial locks, we should go."

"Well, there," replied Tibbs, after a pause of about sixty seconds, "I think you ought to have a guardian appointed. Never heard of a man starting for Kansas in November."

"Were you ever there, Tibbs?"

"Never, but I know all about it; and let me advise you to take leave of your family, make your will, and be sure to secure an Accident Policy before you start."

Tibbs left us, evidently with a decreasing idea of our mental qualifications. Much to our surprise, we found some dozen or more interested friends who shared his sentiments, and before night came we began to feel as the old Crusaders must have felt previous to their pilgrimage. What we considered at first as a pleasant trip, just long enough to get a man out of the ruts of every day quill-driving, others looked upon as quite a formidable undertaking; and as Tibbs spread the information, we noticed a disposition on the part of several gentlemen to have sundry little accounts adjusted. Tibbs must have passed a very busy day, for it appeared to us that everybody knew we were going to Kansas, ere we had really matured our plan for accomplishing the first ten miles out of Boston—which, after all, is the most serious part of any journey, a few thousand miles more or less beyond that point being comparatively of little consequence.

THE MAIN OBJECT OF THE TRIP.

The following day we heard of others who proposed to become tripists and visit the Great West, and gradually it became known to us that the object of the visit was the opening of the Central Branch of the Union Pacific Railroad, which commences at Atchison, Kansas, and extends westward towards the far setting sun. The Directors, having completed a second division of twenty miles, proposed to have it inspected by the United States Commissioners, and thus secure the subsidy voted by Congress. Anxious to make their friends participators in the pleasures of a trip which possessed so

much novelty for Down-Easters, and which afforded an opportunity for seeing, under peculiar, favorable auspices, a section of the country with which few of our citizens are familiar from actual observation, they concluded to invite as many as their facilities would permit, to join them in making a trip, which, in many of its features, is without a parallel in the history of railroad openings.

REMINISCENCES OF FORMER OPENINGS.

There is something suggestive in that expression, "railroad openings." It will carry many a reader back to the days when the completion of a road to any important town was signalized by a grand celebration. Here in New England one of the first railroad openings—that of the Worcester Railroad to Newton—can be remembered even by those who are not yet grey-haired or bald, for the network of railroads which now covers our country has been the work of the past thirty-five years. The celebrations which took place at Lebanon, N. H., at Windsor, Vt., at Keene, Brattleboro', and Burlington, will never be forgotten by those who participated in the festivities provided by the inhabitants of the several places. At Windsor the celebration was not even interrupted by the decline of day; and as the number of visitors exceeded the number of beds, open house was kept by Mr. Belknap, and we can recall Daniel Webster, Governor Paine, P. P. F. Degrand, Gilmore, and a host of worthies, since departed, who at the small hours of the night indulged in predictions of the vast benefits which would flow from railroad communications between the different States of the Union. The hopes they then expressed were regarded as slightly visionary, but we have all lived to see how far below the mark they aimed their arrows. Mr. Degrand, the firm friend of the Western Railroad, was perhaps the most hopeful of his contemporaries, for even in those days he was a believer in a railroad to the shores of the Pacific, and studied the question diligently. Had he lived, he would have been one of its warmest promoters. But the openings of those days appear small when compared with the recent opening of the Union Pacific Railroad to the hundredth meridian, two hundred and forty-seven miles beyond Omaha, which was reached on the 24th of October last, by a party of ladies and gentlemen, who camped on the Plains. The excursion was carried out on a scale of magnificence never before

equalled in the world, costing, it is said, some seventy thousand dollars. The principal events of the trip have been most faithfully preserved by Carbutt, of Chicago, in a series of thirty-seven stereoscopic views, remarkable for their artistic beauty, and interesting as showing the development of the country. But let us come back to the opening, which more particularly interests us at present.

THE DEPARTURE FROM BOSTON.

The day assigned for the departure of the party was the twelfth of November last; and when the steamboat train via Norwich was made up, a comfortable car was placed at the end, for the accommodation of the excursionists. As time and railway trains wait for no man or woman, before the hour of departure some fifty ladies and gentlemen were in their seats. There were representatives of the various commercial interests of the city, several professional gentlemen, members of the clergy, and the Boston directors of the C. B. U. P. R. Each guest was the bearer of a card, neatly bound in blue cloth, lettered in gold on the outside, bearing on the inner fold the following superscription:

CENTRAL BRANCH UNION PACIFIC RAILROAD.

EXCURSION TICKET.

Mr. _____

accompanies the Committee of Directors and Stockholders of this Company on their excursion from New York to Atchison, Kansas.

WILLIAM C. WETMORE,	} Committee.
JOHN A. STUART,	
EFFINGHAM H. NICHOLS,	
GINERY TWICHELL,	
E. B. PHILLIPS.	

R. R. POMEROY, President.

NEW YORK, Nov. 5th, 1866.

Good by Special Car, Westward, and by any Train Eastward, until December 15th, 1866, on the New Jersey Central (Allentown Route)—Pennsylvania Central—Pittsburg, Fort Wayne, and Chicago—Chicago, Burlington, and Quincy—Hannibal and St. Joseph, and Platte Country Railroads; also Michigan Southern and Northern Indiana Railroad.

The crowd which usually collects at the depôt on the departure of a train was evidently astonished at the expressions of surprise which were exchanged as friend unexpectedly met friend, bound on the trip. "Why, are *you* going?" came from a dozen voices as some comer was ushered in, and the ladies especially seemed to rejoice that so few gentlemen came without their wives, while the solitary

gentlemen were no less delighted when some bold man entered with more than one lady. Hon. Ginery Twichell gave his God-speed to the party, and "All aboard!" was followed by the warning stroke of the bell, and when the train moved from the depot cheers were reciprocated between the excursionists and their friends who came to say Good-by. As the cars rolled out over the Back Bay, parents looked out of the windows, as if through the dark night they could catch another glimpse of those little household treasures left behind. Silence prevailed, for Kansas was sixteen hundred miles ahead and home was only half a mile away.

ARRIVAL IN NEW YORK.

There is nothing very novel in a trip to New York. A very comfortable night aboard the City of Boston prepared the party for a fresh start, and, as usual, when one is in a hurry, the boat had decided objections to entering the dock. The report was circulated that the train left Jersey City at 7.10, and it was therefore important to reach that point without unnecessary delay. The gangway was laid at last, and there was a general scramble of regular passengers and excursionists, and the prevailing idea appeared to be that Jersey City must be reached in the shortest possible space of time. Some started on foot, some took hacks, but a persuasive driver of a stage induced a dozen or more to enter his vehicle, assuring us there was no hurry. He drove with great rapidity and landed us at the ferry, collected his fare, and departed about two seconds before it was ascertained that the ferry we were seeking was about half a mile behind. As the confidence of the party was somewhat shaken in drivers, a walk was proposed, which resulted in a forced march, through dirty streets, and, much to the astonishment of the butchers, our little procession penetrated a market, which was so closely hung with pigs as to forcibly suggest the idea of a pork tunnel. The right ferry was reached, and the ferry boat started, landing us on Jersey City slip, where later advices informed us that the train would not leave till 9 o'clock. As we were merely tripists this little contretemps did not produce a ruffle, and so we began a topographical survey of the place. It was not long before we discovered a new car bearing on its exterior the cabalistic initials of our pass, and hard at work giving a polish to the windows was one with whom we subsequently became better acquainted.

"Is this car going to Kansas?" we ventured to ask, as we entered and inspected its comfortable and inviting interior arrangements.

"Well, sir, I should say that you knew it was," replied the attendant, "by the way you put your question. People don't often ask for the Kansas cars in Jersey."

"Are you going to Kansas with this car?" we asked.

"That's my intention," replied Hiram, "if nothing breaks. Where's the rest of your party?"

THE NEW CAR.

That was a question impossible to answer, for, being the advanced guard, it was uncertain where the main body rested, though we afterwards heard that two or three reposed at Delmonico's, where they took their matutinal rations before they crossed the Hudson. Our early arrival in very pleasant company enabled us to inspect the car manufactured for the Central Branch of the Union Pacific Railroad, by W. Cummings & Son, of Jersey City. It is a sixty seat coach, forty-three feet in length, with monitor roof, built in a most desirable manner, with compromise wheel, which can, if necessary, be adjusted to any gauge wide or narrow. The ornamentation is neat and appropriate, and the upholstering denoted the best of taste. A Brussels carpet on the floor was in keeping with the green covering of the seats, while the ventilation was excellent. One end of the car was separated by green curtains, and this was the boudoir of the ladies, where they performed their toilet or refreshed themselves with the washing utensils which were so thoughtfully provided by the Directors. In one of the panels of the car is placed a photograph of Col. William Osborn, of Waterville, N. Y., Contractor and Superintendent of the road over which the car is to run, and in another the inscription: "Except the Lord build the house, they labor in vain that build it; except the Lord keep the city, the watchman waiteth but in vain." With the exception of a slight delay of five minutes to cool off a hot box, the car proved equal to any we met with, and it carried its full complement from the starting-point to Atchison City, Kansas.

EN ROUTE FOR KANSAS.

Hiram had given the last touch to the window and started a fire in the stove—let us be thankful there were not two stoves, as most

cars at the West seem to rejoice in, which are usually kept red hot —when the main body of the excursionists, reinforced by many ladies and gentlemen from New York, arrived on the spot, and not only filled the new car, but ran over into a second, which was provided. It was a slightly chaotic scene for a moment or two, but fortunately Chief Organizer and Honorary Conductor Tower at this point burst upon us and soon straightened matters out. He adorned us all with one red ribbon, bearing the initials C. B. U. P. R. R., and, being a mandarin of a higher order, he was entitled to two, while the Directors and Committee had a variegated badge. The engine soon gave that unmistakable preparatory puff, and we rolled out over Jersey, bound to Chicago, via the Allentown Route, the Pennsylvania Central Railroad, and the Pittsburg, Chicago, and Fort Wayne road. The blessing of God was invoked in the Kansas car, by Dr. Webb, of Boston, and in the second car Rev. Mr. Imbrie, of New Jersey, asked the protection of a kind Providence.

THE PARTY.

Our route carried us to Harrisburg, thence to Altoona and Pittsburg, and via Fort Wayne to Chicago, leaving on Tuesday at 9 A.M., and reaching Chicago on Wednesday night at 10 o'clock. As every one who has travelled is aware, thirty-six hours in the cars are apt to prove rather tedious, but we doubt if any one of the tripists experienced such a sensation. Among so large a number there are always those who possess the power of imparting mirth, and supplying the electricity which brings such a party into most cordial relations. The incidents, though trivial, create laughter, and those one meets as strangers in the morning become like old friends ere nightfall. Never before had tourists such a General to lead them as President Pomeroy: thoughtful of everybody and attentive to each, he seemed to delight in the responsibilities of his position, which he discharged with so much ease that one might have thought he was used to the work. Luncheon baskets were brought out at intervals, and their contents discussed, and New England mince-pies never had such flavor as then; though one must render justice to the refreshment stations and admit that, with rare exceptions, no man need starve if he travels the route we passed over. At many the dinner was excellent, the supper in one or two instances quite

inviting, and the appetite became so keen that breakfast was always relished.

We regretted that Tibbs was not of the party, for he would have affiliated with Tims, who longed to reach Chicago, that he might introduce us to Wait; he would also have found the Adjutant a congenial companion, and we know that he would have formed an intimate acquaintance with Slimmer, who formerly owned the Bay State House. Then there was Alvah, and a dozen others who had seen something of this world and possessed the happy art of taking things quietly, without knowing or caring whether the train was in time or a couple of hours late. How pleasant it is to be thrown with people who don't worry, especially on an excursion.

THE TRIP TO CHICAGO.

At Altoona sleeping cars were attached to the train, and some resorted to them, but a few remained faithful to the Kansas car, and passed the night quietly, after two or three gentlemen had been reminded that snoring was prohibited, and a gentleman of genial proclivities, after kicking a hat for an hour, under the idea that it belonged to some one else, discovered that it was his own, and devoted two hours to rubbing out the dents. But sleep came to the eyelids of all just as we reached Alleghany City, when some restless spirit started up to behold the burning furnaces of a place which numbers its foundries and manufacturing establishments by the hundred. Lurid flames belched forth from chimneys, which lighted up the whole place, and reminded one of a monster exhibition of Maelzel's Conflagration of Moscow. Those who indulged in the sleeping cars lost the sight, and they also missed the moonlight view of the Alleghanies, as the iron horse dragged us up the mountain sides, which, on our return, we had an opportunity of enjoying by daylight. The summons to breakfast in the morning brought nearly every one to the table, and the first twenty-four hours of the trip was achieved. A day's ride was before us, but time did not hang heavily. There was much to be seen as we passed through Ohio; and the fields of corn still standing, and the thousands of hogs rooting round, with many other features, were in marked contrast with the agricultural portion of Massachusetts. For miles and miles the track of the railroad did not appear to deflect an inch in either direction, and this peculiarity struck us on many of the roads.

Indeed, so straight is the line of railroad in many sections that a locomotive light at night can be seen at a distance of fifteen miles.

"Only six miles to Chicago," said the Adjutant, as he passed through the cars, handing to each a card which assigned him to the hotel where rooms had been secured for the accommodation of the party, a portion going to the Tremont House and the remainder to the Sherman. By ten o'clock the names were registered, and each person had his room. At the Tremont House a game supper, which would have made even Taft shed tears, was provided and discussed, and then Tims wanted to hunt up Wait, but it was getting early, and prudence suggested that a good bed would be a most excellent institution to become acquainted with.

[A description of the different places visited at Chicago follows.]

BOUND WEST AGAIN.

The next morning, Thursday 16th inst., the party started for Atchison, Kansas, Mr. E. B. Phillips having kindly added to our train the Directors' car of the Michigan Southern, which greatly contributed to the comfort of those who had not by the right of squatter sovereignty obtained a claim to a seat in the Kansas car. We made some accessions to the party at Chicago, and Governor Smyth of New Hampshire, and his wife, joined us, adding by their presence very materially to the general enjoyment of all. The route was over the Chicago, Burlington, and Quincy Railroad, to Quincy, Ill., about two hundred and sixty-seven miles from Chicago, which occupied a day. The ride was delightful, and the first glimpse of the prairies was a sight most captivating to Eastern eyes, which looked for the first time upon such an unbroken expanse of nature. We were favored with a gorgeous sunset, so beautiful, that no artist could convey to canvass more than a reflection of the glory which marked the decline of old Sol on that beautiful afternoon. The clouds appeared as if bathed in crimson and gold; and as the shades of night came on, they assumed a silver grey, and then broke away like a falling curtain to allow a myriad of stars to shine out on the broad canopy of heaven. The hotel accommodations at Quincy were somewhat taxed, as our party numbered some hundred and twenty, and Adjutant Allen was obliged to figure carefully and closely in making the rooms hold out. The rule of three, however, did wonders, and double-bedded rooms are very convenient on such occa-

sions, but as we were "all tired as old horses," as some one expressed it, it did not require much rocking to send the party into the land of dreams.

QUINCY AND THE KICKAPOO CLUB.

The nights appeared very short during the entire trip, but all slept soundly, if the hours were few, and the following morning the entire party, bright and early, were on the banks of the Mississippi, waiting for the ferry boat to return from the opposite side, where it was engaged in landing the through cars. It was a beautiful morning, the air just sharp enough to give a tingle to the blood, and everybody was in the best of humor. Slimmer forgot his Bay State House as he lost himself in looking at the muddy water of the Mississippi. He evidently expected to see a broad stream as clear as Farm Pond, and Tims declared that he had rather take a quart of Gunn's Morning Specific than one ounce of such yellow-looking stuff. The ladies were rather disappointed, too, and wondered if people washed in that stuff. As it was dark when they performed their morning ablutions they did not notice the sediment in their pitchers, or they would not have asked. The boat returned, "all aboard" was quickly responded to, and as time was precious, the Kickapoo Club was immediately organized, and the officers duly installed. The object of the club was clearly stated by the President, who was not aware why it was ever created, but it performed its mission during the trip, and gave variety to the occasion. Even now we think we hear Bowen informing the crowd "that thirty years ago the ground upon which we now stand was a howling wilderness," while it is impossible not to recall once or twice a day the important fact so often announced by the Kickapoos that

"The elephant now goes round,
The band begins to play,
The boys about the monkey's cage
Had better keep away."

ACROSS MISSOURI.

The ride across the State of Missouri to St. Jo, over the Hannibal and St. Jo Railroad, carried us through a fertile and attractive section of country, pleasantly varied by hill and dale, and plentifully

supplied with timber of all descriptions. It is a great State, and now that it is a free State, its growth must be rapid, for its mineral resources will be developed, and emigration must find its way to a spot which is so peculiarly favored. The fruit raised here is very superior, while the climate is favorable for the raising of tobacco; and indeed anything that is planted is sure to thrive. The owners of the Hannibal and St. Jo Railroad are making great improvements in the road, reducing the grades and improving the road bed, and the local travel alone must at no very distant day be sufficient to satisfy the stockholders. Settlers are fast ascertaining the advantages of this State, and are arriving in large numbers. Indeed, while gliding on the rail we saw several emigrant trains seeking new places for settlement. The thriving town of Kidder, named in honor of a well known Boston gentleman, is located on this road, and is flourishing. As we approached the Missouri river, the prairies were again seen; and after nightfall a prairie on fire afforded, to those who had never witnessed such a sight, a splendid opportunity of beholding a scene which, once witnessed, can never be forgotten. We passed through St. Jo in the evening, and thence over the Platte Country Road, arrived opposite to Atchison about nine o'clock, and taking a ferry boat, crossed the Missouri River, and gladly sought very comfortable quarters at the three hotels, where ample preparations had been made for the party.

We thought of Tibbs. No Indians and not a sign of snow up to date.

KANSAS. BISHOP VAIL.

Sunday morning—the first day in Kansas, of at least nine-tenths of the excursionists—wore a cloudy and threatening aspect, the first we had seen since we left Boston. We had been peculiarly favored thus far with fine weather; and though it rained during the day for a short time, it cleared away, and not again till we reached the east was there a lowering sky. Was ever a party more signally blessed? Rev. Dr. Webb preached at the Congregational Church, and Rev. S. H. Tyng, Jr., at the Episcopal Church. After the services, Bishop Vail, of Kansas, who resides in Atchison, made an impressive address to the strangers present, and in a most cordial spirit welcomed them to Kansas. It is rarely that words of welcome are uttered which come nearer from the heart, and his kind greeting was

appreciated by all who listened to his eloquent address. The Bishop is working hard to build up his Church in this far distant land ; and the wealthy Episcopalians of the East should not allow his efforts to pass unaided, for aside from any sectarian success which may be achieved through his efforts, in which we take little interest, we know that his mission must be beneficial to the future of this great State, which is nearly as large as all New England. The Bishop takes a great pride in Kansas, and having travelled over it in every direction, is sanguine of its ultimate greatness and prosperity. Its soil is very fertile, it is well watered, and nothing but honest industry is required to reap a rich harvest. Rev. Mr. Tyng made an appeal to the visitors to leave their contributions with him for carrying on the work the Bishop had so auspiciously inaugurated, and a handsome sum was the result.

ATCHISON.

After church some drove out upon the prairies, and others walked about the place, which is a thriving little city of some six thousand inhabitants, which, from being a pro-slavery place, has become a strong Republican incorporated city. The education of the children is attended to ; and judging by the value of real estate, we should think the inhabitants were prosperous and satisfied. The hotels, three in number, are much better than any town of equal size in New England can boast of, and the improvements which are going on denote enterprise and confidence in the future. The Mayor, John M. Crowell, is an active and energetic citizen ; and having had experience in the same official capacity in San Francisco, he is enabled to take the lead in a most efficient manner.

SENATOR POMEROY.

Atchison is the home of Hon. S. C. Pomeroy, U. S. Senator, who has a large interest in the city, and possesses an immense stock farm some twenty miles west. Of his reflection there is not a doubt, for he has done much to make Kansas what it is, and through his influence capitalists have assisted the railroad enterprises of the State, and in many other ways have contributed to make Kansas prosperous. General Stringfellow, whom we met in Chicago, is also a resident of Atchison. He was in his day a first-class border-

ruffian, and as wedded to slavery as any man in the South. He fought the Free State men in every way, but when whipped, he yielded gracefully, and to-day he is much respected. His brother, the Doctor, however, took his leave, unable to accept the situation. His house, which stands on a high bluff, is rapidly approaching decay—a fitting monument of the principles which he defended. Senator Pomeroy enjoys the respect of the people of his State, and his six years' experience in the Senate has made him an influential leader in the West.

THE OPENING OF THE RAILROAD.

The clouds, which had threatened an inclement spell of weather, passed away during the night, and a more beautiful autumnal day than Monday, the 19th of November, is rarely seen. The atmosphere was more like September than bleak November. As this was the day assigned for the opening of the railroad as far as completed, the excursionists felt that the duty which they had come so many miles to participate in must be discharged with all proper honors, and a day of rest having materially improved their bodily condition, they were in the best of spirits. The Central Branch of the Union Pacific Railroad was originally known as the Atchison and Pike's Peak Railroad, or the Pacific extension of the Hannibal & St. Joseph Railroad. The route proposed for the road was from Atchison to Republican Creek, where it was proposed to form a connection with the Union Pacific, Eastern Division, which starts from the mouth of the Kansas River, and thence forming one line to connect at the hundredth meridian with the Union Pacific Railroad, which commences at Omaha City. The directors, however, of the Eastern Division, instead of carrying out their original intention, have conceived the idea, it is surmised, that by striking a more southerly course, via the Smoky Hill Valley, they may not only tap the Santa Fé trade, but possibly find a new path to the Pacific shore, entirely independent of any contemplated road. The salubrity of the climate is also taken into consideration, and it is urged that there would be less liability to snow and the rigors of an inclement season by this southerly course. The directors, therefore, at the last session of Congress procured a change of route, not ostensibly to accomplish the objects we have suggested. They were permitted to abandon the Valley of the Republic and take the Smoky Hill Valley,

joining the Union Pacific at a point some fifty miles west of Denver City. The change deprived the Central Branch of its connection, and leaves its terminus in the wilds. The directors, however, propose to complete the road to Fort Kearney, and they reasonably anticipate that Congress, which legislated to their serious disadvantage, after its faith had been pledged, will extend the subsidy of \$16,000 per mile and alternate sections of land till it makes a connection with the Central Railroad. Its charter only gives it subsidy and lands for one hundred miles of railroad, sixty of which will be completed by the first of February. Congress will no doubt see the policy of enabling this company to bring a rich and fertile section of the country into direct communication with the East by providing the proper legislation.

THE UNITED STATES COMMISSIONERS.

The main object of the visit of the Directors, as we have stated, was to offer for the acceptance of the United States Commissioners, the second section of twenty miles. This Commission consisted of Lieut.-Col. James H. Simpson, Corps of Engineers U. S. A. (Brevet Brig.-General), Dr. William M. White, of New Haven, Conn., and General S. R. Curtis, of Iowa, the hero of Pea Ridge. Upon their acceptance of each division of twenty miles, as fast as completed, depends the issue of bonds by the United States, and ere this the favorable report upon the excellent manner the road has been constructed is probably on file at Washington. Thus far the company have expended two million, three hundred and seven thousand, six hundred and fifty dollars, and they have a large amount of rolling stock, an excellent machine shop and blacksmith shop of stone, and are completing a round house for six engines. These buildings are at Atchison, and are of the most durable build.

THE SOIL.

As many had been invited to join the party from St. Jo, the train of five cars did not leave till about ten o'clock, when it moved out, carrying a very happy party. The run was through the rolling prairies of Kansas, and here were "oceans of land," so rich that it seemed as if the loam had been prepared for potted plants. The company own thousands of acres of the famous Kickapoo reserve,

which is well watered, and which must become ere long the most noted agricultural section in the West. At the depth of ten feet the soil will bear grain, while it requires only the most delicate handling to make a harvest actually grow before your eyes. We do not wonder that the Free State men fought so boldly to keep such soil free.

AN INDIAN ENCAMPMENT.

On the way out, the cars stopped to enable the ladies and gentlemen an opportunity to call upon Old Pettequauh, or Captain Hamilton, a Kickapoo Chief, whose cabin and wigwam are located upon the reserve. Captain Hamilton lives in quiet magnificence with his squaws, who appeared indifferent to the unexpected levee which was held inside and outside of their domicile, for they scarcely moved a feature, and only exhibited an interest in the proceedings when Mr. Pomeroy proposed to take a little papoose and show it to the ladies in the cars. They evidently had some doubts of the safety of such a proceeding, but when they received assurances from the President that he would bring it back, they gave a kind of senna and manna smile, and his little papooship was passed round. As a general thing, Indian infants are very damp little things, and we believe this one was no exception to the remark. Old Jack was evidently rather pleased, especially when Jack, Jr., an ugly little cub, was made the recipient of postal currency and nickels. Old Jack was much amused with the crinoline the ladies wore, and pointing to a floating bell skirt worn by a lady of this city, he said, "Ugh—heap wigwam." After a glance at a splendid stone depôt now building from limestone found within a few yards of its location, the trip was resumed. A wigwam and a stone depôt were certainly suggestive.

A PRAIRIE PICNIC.

At about the fortieth mile, where a Y had been completed, the party alighted on the open prairie, and in a few minutes the stores brought for the occasion by the company were unloaded, and the servants commenced the preliminaries which indicated attention to inward wants. As it was to be a picnic on the plains, the party formed in little groups and gathered around their well filled luncheon baskets, or assembled in knots at a convenient distance from the

public larder. A stove was soon at work supplying hot water for coffee, but there was no J. B. Smith there to show how much can be done when one knows how. The pop of sundry silver heads just commenced to make music in the air, when the cry of "Fire!" alarmed the party. Some youthful incendiary had accidentally or purposely dropped a lighted match, and the flames spread with the velocity of the wind. As the fire bore down upon the picnic party there was a general scramble and a change of base across the track. In half an hour the flame was sweeping more than half a mile away.

THE ORATORICAL EPISODE.

Such an occasion could not be allowed to pass without some public speaking, which was initiated by General James Craig, President of the Hannibal and St. Joseph Railroad (may the prairie on the top of his head never grow wider), who gave an invitation to the excursionists to visit St. Jo and accept the hospitalities of that city. Mr. Pomeroy accepted, and General Craig opened the pow-wow, and speeches were made by General Curtis, Rev. Mr. Tyng, Rev. Mr. Webb, Senator Pomeroy, Judge Woodson, E. H. Nichols, Esq., Pardel Butler, who stated that he went eleven years ago on an exploring expedition down the Missouri river in a coat of tar and feathers, presented him by some pro-slavery men of Atchison. Others addressed the meeting from the open door at the baggage car, and everybody was cheered.

Among the excursionists was the venerable William Lee Claffin, of Massachusetts, father of our Lieutenant-Governor, who, during the trip, completed his seventy-fifth year. He was probably the oldest man who witnessed the novel scene then presented, and he bore the fatigue of travelling so well that it is evident in his youth he never drew any drafts upon old age. After enjoying several hours of festivity, during which some took a horseback ride across the prairies, and others scattered shot after wild chickens, the party returned to Atchison, after sending home various telegrams from this outpost in the West.

TO THE END OF THE ROUTE.

On a suggestion from one of the Directors that, if wished, an opportunity would be afforded of extending the trip westward some five or

six miles, we remained with four or five of the officers of the company, and after a brisk walk of half an hour were taken up by a locomotive ordered for the purpose, and rapidly conveyed to the end of the road, which had reached the sixth mile of the third division. The engine ran till it came within close proximity with what appeared at first a very respectable two-storied tenement house built directly upon the track. As we alighted and examined the house, we found there were two of them, sixty feet in length, and capable of accommodating a large number of workmen. They were on wheels, and as westward the iron track is laid, these movable houses on wheels progress. The families of the workmen were living there in quiet contentment, pursuing their daily avocations with all the apparent regularity of families whose residences are on more solid foundations. The main supper room is quite commodious, and the sleeping apartments, up-stairs, far superior to places in which the respectable poor of our large cities too often reside. These humble people certainly represent the progress of the race, and one of these days we may find their perambulating tenements securely located as first-class hotels on the Rocky Mountains. For a long distance ahead the eye could see the ties of the railroad laid upon the ground, ready to receive their iron bands. No road bed is required for miles and miles. The ties are dropped, the hand-car follows, freighted with rails, over the rail which a moment before was on the truck. Six sturdy fellows seize the iron band and place it in position on the ties, and in a moment thug, thug, thug, is heard, and the spikes are driven in and the car is again pulled along. In this way a mile of railroad is laid in a day, where the prairie is flat and no embankment is required. Wherever a stream is crossed, the bridges are built in the most thorough manner on this road.

ABOUT FACE.

Before the Directors had completed their examination of the road, the moon was quite high, and night was setting in. The air was crisp and exhilarating, and as the party ascended the locomotive and turned towards Atchison, there was a feeling of regret that our course lay Eastward. We swept along the prairies in that bright night, reflecting upon the vastness of our country, for, though we felt we were very far West, we could not but remember that the geographical centre of the United States was several hundred miles

nearer sundown. As we sped on towards Atchison, the burning prairie seemed to spring up before us, when we made a curve and reached the point where it had been set on fire in the forenoon. It had spread for miles and miles, and the flames leapt up on the sides of the rolling prairie like an army marching *en echelon* to the attack.

In the evening the residents of Atchison entertained their guests. There was a pleasant hop, which Honorary Conductor Tower managed with consummate skill; and a public meeting was held, where addresses were made by Hon. A. G. Otis, of Atchison, R. M. Pomeroy, Esq., Judge Graham, of Kansas, Mr. Glick, Attorney of the road, and others. The day was one to be marked with "a white stone" in the memory of each member of the party.

THE ATCHISONIANS.

We doubt if there was a single member of the party who did not leave Atchison with regret. Although a small place, the inhabitants make up in quality for what they lack in quantity. The only ungallant man in the city was unfortunately entrusted with the charge of a newspaper during the temporary absence of the editor, and he had the audacity to compliment the Eastern gentlemen at the expense of the Eastern ladies. The tripists enjoyed the paragraph, but some indignant residents of Atchison will never forgive the author, and ere this he has probably "gone West." The Lady Mayoress of Atchison, Mrs. Crowell, Madame Cheesboro, and others, were most hospitable, not only extending the courtesies of their homes, but exerting themselves in every way to make the sojourn of the strangers most agreeable. The ladies and gentlemen made good use of time. One party chartered a cart drawn by four donkeys, and made a tour of the city at a speed faster than the law allows at the East; while a large number were on horseback bright and early, and had a most delightful and exhilarating race over the plains, which are just beyond the limits of the city. The Western people were somewhat surprised to find the Down-Easters such proficient equestrians, but several of the party had been through long campaigns during the war. The most dashing horseman of the party was acknowledged to be a much respected clergyman of this city, who was firm in his seat with or without stirrups, and his management of a horse was so pleasing to the Atchisonians that some of his

parishioners who were of the party were alarmed lest he should receive a call before he left. Mayor Crowell's horse was at the service of his friends, and a finer made bit of horseflesh is rarely seen. He was the property of a noted guerilla during the war, who finally became so obnoxious that a squad of soldiers were sent out to capture him. The chief knew of their coming and saddled "white Surrey for the field," and was in the act of flight on his faithful steed, when a minie ball completed his earthly existence, and Prince fell into the hands of his captors, who subsequently sold him to the Mayor, and when His Honor gets through with him there is a stall ready for him in Boston.

MR. DURANT'S INVITATION.

The invitation to visit St. Joseph was extended by General Craig during the Prairie Picnic and accepted. Mr. Pomeroy also received from Thomas C. Durant, Esq., Vice-President of the Union Pacific Railroad, a cordial invitation for the whole party to make a trip to Omaha City and thence over his road to the hundredth meridian, two hundred and seventy miles westward; but this addition to the original programme, which would have been very acceptable to many, was not to be thought of, as the majority of the party felt obliged to be at home by Thanksgiving Day, and Mr. Durant's polite invitation was therefore reluctantly declined.

A DAY AT ST. JOSEPH.

The visit to St. Joseph, however, was a fixed fact. The City Council extended the freedom of the city to the excursionists, and then there was a general desire to see a little more of General Craig, whose cordial greeting found an open sesame to the hearts of the cold New Englanders. On Tuesday in the forenoon the party re-crossed the Missouri river to take the cars on the eastern bank for St. Jo, giving, as the ferry boat pushed off, cheers for Atchison, cheers for Col. Osborn, and cheers for the Central Branch Union Pacific Railroad. [A description of St. Joseph follows.]

WESTERN CELEBRITIES.

The Mayor of St. Jo, Armstrong Beattie, Esq., called the meeting to order, and in the briefest but most pertinent speech we ever

listened to, bade the party welcome. General Craig followed him, and the General was received with tremendous cheering. He is a fine specimen of a Western man. During the Mexican war he was Captain of a volunteer company, and subsequently was Circuit Attorney, member of the Missouri Legislature, and in the Thirty-fifth and Thirty-sixth Congress was representative from Missouri. The General made some telling speeches in the House, characterized by that *bonhomie* and wit which we had a sample of on the prairie. On one occasion the General was advocating action upon the Pacific Railroad bill, and as his colleague was a little set in his way, he thus hit him: "No gentleman here will put a higher price upon the value of the services of my colleague upon the floor than I do, and I know what they are worth to his State and his constituents. He has served his district here so long and so faithfully that it has actually contracted his vision when a subject which is as broad as the continent comes before the House. I have heard it said, in a jocular way, that if my friend had a friend who was about to start for heaven, he would want him to start at St. Louis and go through Springfield and Albuquerque to get there. My colleague thinks that the nearest route to any given point on earth, or in it, or under it, is by the way of the thirty-fifth parallel, through Albuquerque."

There were loud calls for Major-General S. R. Curtis, of Iowa, one of the United States Commissioners for the Pacific Railroad, and during the war commander of the United States forces in Missouri. The battle of Pea Ridge was fought under General Curtis and General Van Dorn retired much discomfited from the fray. General Sigel was then in command under General Curtis. The General made a pleasant speech, alluding to the fact that he had once taken possession of the city, and spoke encouragingly of the railroad project which now attracted the attention of our whole country. The General has always been a firm friend to the Pacific Railroad projects. He is of good New England stock, having been born in Ohio while his family were moving from Connecticut to the West. He graduated at West Point, and subsequently studied law. During the Mexican war he was Colonel under General Taylor, and was Military Governor of Matamoras, Camargo, Monterey, and Saltillo. He subsequently became connected with the railroad enterprises of the West as engineer, and settled at Keokuk, in Iowa, and served as Representative in Congress for three terms, resigning his seat in 1861 to accept a commission as Brigade General in the Union Army.

He was also a member of the Peace Convention, when he uttered his sentiments in a manner not to be misunderstood. While a member of the Thirty-sixth Congress, he delivered a very able speech upon the Pacific Railroad bill, then under discussion, and there are few men to-day, perhaps not one, who is so familiar with the legislation and early history of this great enterprise.

Ex-Mayor Powell, President Pomeroy, General James H. Simpson and others made brief addresses, when the guests repaired to the Pacific House, kept by John J. Abell, where a most excellent repast was provided, for which Mr. Pomeroy, in a most appropriate manner, returned the thanks of the guests. Hon. Charles Wilkinson, editor of the *St. Joseph Herald*, responded in a very eloquent speech. The hour of departure had arrived, and the cars were again taken, and we retraced the route travelled in the morning, passing Atchison, where we parted with several who had accompanied us to St. Joseph, continued on to Weston, a distance of twenty-five miles, where the steamboat E. Hensley was in waiting to carry the party to Leavenworth, a distance of about eight miles.

LEAVENWORTH.

The ride down the river was very beautiful. The moon was bright, and we realized the poetic description of a scene bathed in the moonlight. The moon did not appear to shine upon the banks, or give to the river a silver hue, but to impart phosphorescence to the atmosphere which lighted up the landscape, as if one saw a light thrown upon the mimic stage to bring out the beauties of the scenery. The sparks from the steamer formed a luminous train, and the Kickapoo Club, under the influence of the surroundings, buried the elephant and tuned their throats to more appropriate melodies. The trip was too brief, however; for, on the western bank of the river, Fort Leavenworth soon loomed up, and we landed at the city and were soon pleasantly accommodated at the Planters' House, kept by J. S. Rice & Co., an excellent house, well kept, and with Rice as mine host, a most agreeable place to stop a week or longer.

(Some notes regarding Leavenworth, and an account of the meeting at Smithton follow; also the account of the trip to St. Louis and Cincinnati.)

REST.

A very elegant entertainment at a private residence brought the party together in the evening, and on Sunday the party attended church. A number of the ladies and gentlemen were fortunate in selecting the "Church of the Redeemer," where they listened to a sermon by Rev. A. D. Mayo, known to our Unitarian friends throughout New England, as he was formerly settled at Gloucester. Mr. Mayo has a flourishing society, not large, but enthusiastic, and he has the satisfaction of knowing that his work is bringing forth good results. His sermon on this occasion was most able, and its close, with its poetic allusion to the Southern Cross, was very beautiful. After services, during a call upon a member of Dr. Mayo's parish, who came from Boston, conversation naturally turned upon home, and we thought it a graceful compliment paid to her pastor when a lady remarked that if any one thing reconciled her to living so far from friends it was the preaching of Mr. Mayo.

This brief call was almost like stepping into a Boston family, and distance seemed annihilated, especially when we glanced at a picture on the wall and thought we detected the photographic presentment of a friend. Travelling in the cars is not very beneficial to the eyesight, and we were obliged to scan the features through a glass, and at once detected a responsive smile on the face of the editor of the Boston *Transcript*, who seemed to have just stepped out of his sanctum on his way to dinner.

PARTING.

The party from Boston separated at Cincinnati, not without regret; but the larger portion were homeward bound, *via* Cleveland, Buffalo, Albany, and the Western Railroad, while a few had calls in New York which required attention. Judging from the number of speeches which we are informed were made by those who took the Albany route, we should think the "Hundred Boston Orators" were on that train. There were no efforts at declamation among the few who reached, without fatigue, New York, *via* the Pan-handle route. Two nights on a sleeping-car and one day (affording an opportunity to enjoy by daylight the trip over the Alleghanies) brought us to Jersey

City, from whence we started, completing the circle of over three thousand miles without a mishap, without the occurrence of even the slightest ripple to destroy the pleasures of a trip, of which we have attempted to tell the story. We all know how much we are indebted to Mr. Pomeroy and the Directors, and to many others, for all their kind attentions, and we all—— but here comes Tibbs !

“ Safely home again, old fellow—no snow-banks, no scalping, eh ? ”

“ A slight fall of snow, Tibbs, while we were whisking through Indiana, but not a tomahawk or skull-knife.”

“ Well, you must have had a great time, seen lots, and feel as though there was a big country outside of Boston.”

“ All of that, Tibbs ; but let me say to you, confidentially, and don’t for the world let those Chicago or Atchison or Leavenworth or St. Louis or Cincinnati people hear it, there ain’t this side of sundown a better place than old Boston.”

Branch Pacific Railroads.—A Pleasant Company of Railroad Men and Friends in Kansas.—The progress of the Central Branch of the Pacific Railroad.—Photographs of Missouri and Kansas.

(From the New York World.)

ATCHISON, November 23, 1868.

A COMPANY of excursionists, numbering about one hundred ladies and gentlemen, from Boston and New York, and who were joined by about thirty persons at Chicago, are now in this city, for the purpose of inspecting the branch of the Pacific Railroad which starts westward from this place. We have with us General Simpson, President of the Board of Commissioners of the Pacific Railroad ; General Curtis, of Missouri ; Dr. Wm. M. White, of Connecticut ; Governor Smyth, of New Hampshire ; Senator Pomeroy, of Kansas ; Bishop Vail, of Kansas ; R. M. Pomeroy, of Boston, President of the road ; Effingham H. Nichols, of New York, the Treasurer ; General Craig, President of the Hannibal and St. Joseph Railroad ; E. B. Phillips, President of the Michigan Southern Railroad, and many other railroad men and distinguished guests. The honorary conductor of the excursion is Colonel J. M. Tower, formerly of Governor Seymour’s staff. The trip was made here in the special car of the company, elegantly fitted up for the occasion. The car had just been built at Jersey City. On starting out on the

New Jersey Central, prayers were made in the two cars containing the company by Rev. Dr. Webb, of Boston, and Rev. Mr. Tyng, of New York. At one end of the car, neatly written and framed, was the first verse of the one hundred and twenty-seventh Psalm—“Except the Lord build the house, they labor in vain that build it; except the Lord keep the city, the watchman waketh but in vain.” The passage to Chicago was made in thirty-six hours. After a pleasant stay of a day and two nights the party proceeded to Quincy on the Mississippi. The next morning they crossed the Mississippi and found themselves in Missouri. There they took the Quincy and Palmyra road to the junction with the Hannibal and St. Joseph Railroad, which runs across Missouri, binding the Missouri river to the Mississippi.

IN MISSOURI.

The Quincy and Palmyra Railroad has been purchased by the Hannibal and St. Joseph Railroad, thus making but a single change of cars from Chicago, and even that will be done away with when the bridge over the Mississippi at Quincy, which is now projected, is completed. The river is here over a mile wide. By this change, too, an hour and a half or two hours will be saved between Quincy and St. Joseph. The bridge will be commenced immediately. The Hannibal and St. Joseph Railroad during the war was in a very bad condition. Its grade was not good, and its bridges were burned and its rails torn up by guerillas. Since then, however, over a million of dollars has been expended on it in iron ties and rolling stock, and its grade is being regulated throughout the whole length, so that it will be equal to the best railroads in the West. Fifty-two and eighty-one-hundredths feet have been determined on as its maximum grade. Its length is two hundred and six miles, and it runs through some very fine prairie land. In one portion, however, beyond Salt river, it is rather wet and poor. Salt river is the stream up which disappointed politicians are popularly supposed to go, and if they do really follow it up, they will certainly get into a region where they will be a good ways out of sight. The bridge over this river was burned several times by the rebels, and by all the bridges on the road block-houses may be observed where soldiers were stationed to protect them. In this vicinity a number of wild turkeys flew up here and there as the train passed, and at one of the small stations

two or three that had been shot were purchased by the party. At one place a stop was made at a coal mine, which is said to yield very richly. The next large river that we crossed was the Grand, a beautiful stream, winding in a gully dug out by the force of the spring freshets, with trees along its sides. The Grand river bottom, being the low lands on each side, is sometimes overflowed for five miles in width, and the railroad is built at an elevation with passage-ways for water at short distances. For many miles each side of this river the land is excellent and the country charming. As we rode over the prairies the young men of the party sang grotesque and sentimental songs in all the cars, led by Mr. Bowers, of Chicago; Mr. Jackson, of Newark, and others. Here it was that we reached the two hundred and forty-seventh verse of that remarkable ballad, commencing and ending and running all the way through as follows:

“Two little fishes swimming in the water,
Head come first and tail come after.
Chorus—Two little fishes swimming in the water,
Head come first and tail come after.”

Also, that other still more remarkable song:

“There was old dog lay on a barn floor
And Bingo was his name.”

First voice—“B!” Second voice—“i!” Third voice—“n!” Fourth voice—“g!”

Chorus—“O—o—o—o—and Bingo was his name!”

As we neared St. Joseph the prairies were burning, and it was here that many of the party first witnessed a scene of which they had all read glowing descriptions. They passed through St. Jo and arrived at Atchison, on the west bank of the Missouri, on Saturday evening.

IN KANSAS.

Atchison is as yet only just started as a city, but is probably destined, from its natural position, to be one of the great cities of Kansas. It is situated at the westernmost bend of the Missouri, and for this reason, before the building of our railroads west of the Missouri, has always been selected as the spot from which emigrants and goods were landed to be taken westward. In 1865 the amount

of assorted merchandise alone started across the plains from Atchison was over twenty-one millions of pounds, requiring to transport it five thousand wagons, seven thousand mules and horses, twenty-eight thousand oxen, and over five thousand men. And to show how this business has increased, it is stated that the freighting business of Atchison for 1865 was seven times larger than in 1861, five times larger than in 1862, and four times larger than in 1863. Between Atchison and Salt Lake the Overland Stage Line employed in 1865, four hundred and fifty men, one thousand two hundred horses, and one hundred and eighty coaches, and on all its connections it employs three hundred and fifty coaches and express wagons. The country from Atchison westward is, in almost all respects, one of the richest and most delightful in the United States. Upon the Kickapoo reservation, especially, nature seems to have prepared meadows and gardens ready for the use of the husbandman, without toil or trouble. The soil is rich, and five feet deep. The lands are rolling, and intersected with streams which are fringed with timber. There are stone quarries giving abundant material for building purposes. The climate is charming—there is little or no fever and ague. There is a belt along here where less snow falls than on the country either above or below, and population is coming upon it rapidly.

PROGRESS OF THE ROADS.

The Atchison or central branch of the Union Pacific Railroad, which we came to inspect, is designed to join the Union Pacific proper at Fort Kearney, or at about the hundredth meridian of longitude. The northern branch runs from Omaha, and has now about three hundred miles finished. The southern branch runs from Kansas City, and is finished beyond Fort Riley. By the original acts of 1862 and 1864 each of these three branches were to connect with the Union Pacific proper at about the hundredth meridian, the southern and the central branch to join on the banks of the Republican river beyond Fort Riley. The last session of Congress gave permission to the southern branch, or as it is called the Union Pacific Eastern Division, to diverge from the route laid down on its maps and filed in Washington, and to pursue the valley of the Smoky Hill Fork, a river so named because of the smoke that seems to hang over the hills. By turning off in this direction, they will be enabled to obtain the trade with Santa Fé and the vast and

rich mineral country in that direction, but will, in all probability lose their connection with the Union Pacific. The central branch, by this action, is left out in the cold. It has already spent more, than two millions of dollars on a pledge that it would have a connection with the Union Pacific, and it will at this season of Congress ask that the subsidies be allowed it, the benefit of which it would have had if the route of the southern branch had not been changed. The subsidies granted to the central branch originally extended one hundred miles, at which point it was to join the southern branch. The subsidies allowed to all these branches are \$16,000 per mile, and alternate sections of land along their route not previously occupied. Owing to the occupation of land along their route, the central branch do not get more than one-half of that to which they would be otherwise entitled to. Their road is now completed nearly sixty miles, and forty miles of it has been inspected and accepted by the United States Commissioners. They will push the one hundred miles along which they are already entitled to a subsidy as rapidly as possible, and await the justice of Congress to give them the opportunity of the connection with the Union Pacific to which the act under which they commenced work entitled them. At all events, they confidently believe that the local business of their road will sustain it and enable it to pay its way until that connection is had. They form a direct continuation of the Trunk line from New York, Boston, and Philadelphia, and have a double connection with St. Louis.

The Omaha or northern branch is progressing very rapidly, and the overland mail between New York and San Francisco is now sent by this route, by way of Chicago instead of St. Louis, thus saving about four days in its transit from New York across the North Fork of the Platte river. A bridge is now completed over this fork, and the railroad is laid from Omaha to this bridge. At this bridge they deliver mails, freight, and passengers to Halliday's Overland Stage Line on the west side of the river. The work of laying the road will be recommenced about the first of next March, and the company expect to lay three hundred miles to Denver, of the meridian of Denver, in about one hundred working days. We have news from the Central Pacific Railroad of California, which is being built east to meet the Union Pacific, that it has already reached the summit of the Sierra Nevada, and that ten thousand Chinamen are at work grading and tunnelling the route over the moun-

tain. It is estimated that with good success the Pacific Railroad will be completed in five years, so that we may go to California by rail.

From here the company go home by way of St. Louis. They will, however, have a reception at St. Joseph, at invitation of the Common Council, and also at Cincinnati.

[From the St. Joseph Herald.]

*Grand Excursion.—Central Branch Union Pacific Railroad.—
Speeches of Distinguished Visitors.—A Gala-Day.*

We were of the opinion when the excursion of the Omaha branch of the Pacific railway occurred, that it was only once in a man's life that such an opportunity for enjoyment presented itself as our Western friends were furnishing those who are laboring to connect, with an iron link, the Atlantic and Pacific shores. But our experience yesterday has convinced us that the open gateway of the Great West will not be choked by any host which the East can pour into it.

Our readers are probably aware that the Central Branch Union Pacific Railroad Company yesterday gave a grand excursion over their road from Atchison westward forty miles. The day was a glorious one, and well calculated to inspire all who were so fortunate as to be of the "merrie companie" with the most favorable ideas of life on the rim of civilization. Kansas has been called by an author the back-yard of civilization; but could the author of that untoward remark have been in Atchison yesterday, and mingled with the distinguished divines, the fashionable belles, the wise men from the East as learned in the law, and as accomplished in all that pertains to elegant scholarship and the graces of life as ever Butler satirized or Chesterfield hoped to realize, he would have thought the Kansans were swinging upon the front gates of a literary and social Eden.

[Here follow the names of excursionists.]

The first thing which attracted our attention was the magnificent new car manufactured for the road by Messrs. Cummings & Son, of Jersey City. This car is a regular sixty seat passenger coach, forty-three feet in length, built with the utmost regard to durability and

comfort. It has all the improvements of the day, including high deck and compromise wheel, which will run on any gauge, wide or narrow.

The interior is finished and fitted up in a very neat and tasty style, with more regard to the comfort of passengers than to an exhibition of gaudiness. The woodwork consists principally of oak with black walnut trimmings, and the whole ornamented with gilt bead, together forming a very pretty finish. The upper and deck lights are of ornamented ground glass, affording a degree of light rarely enjoyed in railroad cars. The upholstering is of green Brussels, the carpeting on the floor and the seat cushions being of the same material. One end of the car, for the space of a few feet, is shut off from the other portion by a curtain matching in color with the carpet, and in the rear of this is arranged a dressing-room containing a mirror, washing utensils, and other conveniences. Extra attention has been given to ventilation, the most improved method being adopted to obtain that great desideratum—pure air. The painting and ornamentation is plain yet handsome, and in every particular the car reflects great credit on its popular builders.

The elegant car of E. B. Phillips, Esq., President of the Michigan Southern and Northern Indiana Railroad, was also one of the train, and received the deserved encomiums of all present. The train consisted of five spacious cars, which were filled to repletion.

About ten o'clock A.M. the train started for the "Far West," and a livelier party never boarded a train of railroad cars than were whiffed out of Atchison yesterday. The "Kickapoo Club," organized on the ferry-boat on the Mississippi river, through their Chief, Mr. Bowen, of Chicago, blew the Kickapoo horn, saluted each blast with Kickapoo cheers, sang the song of the universal menagerie, declaimed the speech with the immortal refrain of "*a howling wilderness*," and otherwise contributed to the merriment and delight of the travel-stained pilgrims with whom they were temporarily sojourning.

We stepped into the new car of the Company, and found its interior decorated with the American flag, a likeness of Col. Wm. Osborn, the contractor, and also conspicuously displayed the first verse of the 127th Psalm:

Forty-four miles out from Atchison the train stopped, the ladies

"Except the Lord build the house, they labor in vain that build it. Except the Lord keep the city the watchman waketh in vain."

and gentlemen rushed wildly to an Indian wigwam and crowded into and inspected carefully its interior. An old Indian "Howed" to all who passed, and looking at the expanded crinoline of the ladies, exclaimed, "Heap wigwam," while his squaw looked on stolidly till President Pomeroy seized her young papoose, and bore it, squalling and kicking, towards the train. Its wrinkled face might readily have been taken for the spanked plumpitudes of a more favorably born infant, while all were favored with cumulative evidence of the strength of lungs inherited by a juvenile Indian. Here the Company are erecting a splendid stone depôt building from cut limestone quarried within twenty yards of the foundation.

About noon we were at the end of the rails, and here the entire party entered heartily into a picnic on the open prairie. The servants of the company opened the capacious baskets, barrels, and cans which were stowed in the baggage car, and an innumerable host of turkeys, quails, chickens, roast pigs, and roast lambs greeted the hungry gaze of the expectant excursionists. Barrels of iced milk, kegs of sweet golden butter, acres of snow-white bread, cans of pickles, preserves, and delicacies, and oceans of champagne, soon made their appearance, and abundantly satisfied the temporal wants of all present. Some person set the dry prairie grass on fire, and as it roared and ran nearer and nearer to the picnickers, there was quite a spectacle among them, but the wind permitted no damage from this cause.

We may as well say here, that the central branch of the Union Pacific Road starts from Atchison, and is intended to run westward, say 235 miles, where it will be part of the Grand Pacific Railway. The road is the smoothest, best constructed, and most complete in all its appointments, of any new line we ever rode over. So perfect was it as to elicit expressions of praise from every person present. Col. Wm. Osborn is building it, and he will surely push it through to a successful completion. All his life he has been engaged in the construction of public works. Thirty years ago he was a contractor on the Illinois and Michigan Canal, and Missourians will remember him as the contractor of the Hannibal and St. Joseph, and Platte Country Railways. Whatever he undertakes, he pushes through. The road traverses the most magnificent sections of land which were ever shone upon, or encircled by a surveyor's chain.

(Here follows a report of the speeches.)

We returned to Atchison by the light of the moon and the burn-

ing prairies, and had a magnificent supper at the Tremont, which hotel the Company had hired to accommodate the excursionists. At the supper-table, General Craig, in behalf of the St. Joseph delegation, thanked the managers of the road for the kindness and attention shown us, and proposed the health of R. M. Pomeroy, President, and Col. Wm. Osborn, Superintendent and Contractor, of the Central Branch of the Union Pacific Railroad, which was drank standing by the St. Joseph people present.

Thus ended the grandest excursion we ever attended. Whenever another like it occurs on this continent, may we be there to see. The excursionists will all be here about one o'clock this afternoon. Let all our citizens, ladies and gentlemen, be at Brady's Hall to receive them.

Dinner at the Burnet House, Cincinnati.

[From the Cincinnati Commercial.]

November 26, 1866.

We left the Eastern-Western excursionists on Saturday evening, after their hurried visit to some of our places of interest, seated at a comfortable dinner at the Burnet House, in company with a few friends. After the removal of the cloth at dinner an impromptu meeting was organized by the selection of R. M. Pomeroy, the President of the road, as Chairman.

Mr. E. H. Nichols, of New York, the Treasurer, in introducing a toast, said: "Mr. Chairman—We are indebted to the Chamber of Commerce of this city, for the opportunity of visiting the principal points and surroundings of this city, and we desire to express our sincere thanks. Before doing so formally, I wish to call attention to a few statistics in regard to this city, which I obtained from the annual report of the Chamber of Commerce. The imports of this city for the year ending August 31, 1866, were three hundred and sixty-two millions, and the exports during that time were two hundred and one millions. These facts go to show how great is the internal trade and commerce of this country. There is one other fact that I would like our Boston friends to bear in mind. It seems that Cincinnati stands next to New York as a grocery market; that the amount of sugar and coffee imported here last year not only exceeds

considerably the total imports of St. Louis and Chicago combined, but is slightly greater than those of Boston, Chicago, and New Orleans together. I propose to the ladies and gentlemen present the health of the members of the Cincinnati Chamber of Commerce."

The toast was drank standing, and cheers given for the Chamber of Commerce, Mr. Newton, President of the Chamber, and Mr. Davis, Vice-President, who had taken charge of the party in their ride about the city.

Mr. Isaac Kendall, of New York, in some complimentary remarks, called upon Hon. O. Follett, of Sandusky, the President of the Sandusky and Dayton Railroad.

Mr. Follett was received with loud cheering. A person, he said, addressing such an audience as this, must either amuse or instruct. They could not expect him to amuse them, for he never said a witty thing in his life, except by accident; and to attempt to instruct such a company was almost hopeless. But to his Cincinnati friends he would like to say a word in reference to their interests in connection with the Pacific Railroad. He was a Western man and a railroad man, and it had been his business to watch over railroad interests, and to look into the connections of the different interests of the country—railroad, commercial, and political. But until this trip, which he had taken west of the Mississippi, he had not realized the different enterprises and their importance, which are to unite the East with the West.

Mr. Nichols had given statistics of Cincinnati prosperity: it was called, with propriety, the Queen City of the West, but she must be vigilant or her laurels will be shorn, and she might at last be compelled to bow to the superior energy and enterprise of Chicago. My Cincinnati friends sometimes laugh at Chicago, and say that its merchants engage in wild enterprises, and sometimes blow up, while the credit of Cincinnati merchants is good in the Atlantic cities and at home. This is true, but you make use of your wealth too much as individuals, and not as a great community charged with large and important interests. Chicago does engage in wild speculations, and some of them blow up, but the work done remains behind them. There have been roads built in the West from which no dividend is derived; but the roads remain, and will, in the end, bear fruit. These branches of the Pacific Railroad bear an important relation to the interests of different sections, which you should look into. By the acts of Congress of 1862 and 1864 there were three branches

authorized from different points in the East to stretch West, and form a junction with the trunk line at the hundredth meridian. The North Branch, from Omaha, will form a junction with the Union Pacific proper. The Central Branch, which we have visited, starting from Atchison, was intended to join with what is called the Eastern Division of the Union Pacific. Congress, however, has allowed the Eastern Division, which forms the third or southerly branch, to change its direction. Its managers are railroad men, and some of the most influential residing in this city. They calculate on a large income from the immediate operations of that road. I am informed that during the last month the local business on that road amounted to fifty-five thousand-odd dollars, which is more than enough to pay the running expenses, and pay a reasonable dividend upon the outlays, saying nothing of repairs which the road does not yet need. But, as they progress, instead of going on and allowing the Atchison or Central Branch of the Pacific to form a junction with them, they turn off to the left at what is called the Smoky Hill Fork, and this will take them so far to the left that they will not form a junction with the Union Pacific proper. The object of this we are left to conjecture, though some of the leading men confess that they intend to reach the Santa Fé country. Such an enterprise is all very well ; it will tend to develop another portion of the country, and provide a means of offence and defence by transporting war materials, and the Government can well afford to pay the subsidy and alternate sections of land to this road. They will also be in a right position to branch off to Colorado. In this region there are still tribes of Indians who exhibit a good deal of civilization ; they manufacture, they weave their own garments, they are a peaceable, pastoral, agricultural people. Whether they are a portion of that Aztec race which formerly settled in this Colorado country, we can hardly determine. They had a seat of government, and there are buildings standing which have resisted the encroachments of time ; and now, if this road should reach this region, we may establish a new civilization upon this extinct civilization. Here is a field in which the imagination may revel without limit. Here, also, in this Colorado region, is the seat of the largest mineral wealth known, perhaps, in the world—gold almost with the picking of it up, so that the Indians make their bullets of it. This is the country to be developed by the Santa Fé Railroad, if the Eastern Division of the Union Pacific Railroad shall take that course. It therefore be-

comes no part of the Pacific Railroad. But I want to speak to my Cincinnati friends of the importance of this Atchison or Central Branch to them. It makes no difference to our Eastern friends by what channel the riches of the East reach their ultimate market in the West. As the Dutchman said upon the Mohawk river, before the days of railroads or canals: "When I gets to Albany, it makes no difference what route I came, so my wheat is good; that is all they want." So of the goods that are carried by these great routes—it won't be asked by what channel they come; and, unless our Cincinnati friends stir themselves, they will find that the goods from the East will come over the Chicago route. This can be prevented, to a great extent, by giving their influence in favor of this Central Branch, which, by a short link from Leavenworth and Atchison, and so on to the point of junction with the Union Pacific proper, will form an almost direct connection with the Pacific coast. These gentlemen in Cincinnati who have taken the southerly, or, as it is improperly called, the Eastern Branch in hand, have not taken the pains to let their friends understand how they are going to turn off and leave the connection with the Pacific. Talking of the Pacific Railroad to Cincinnati people, and referring only to this Eastern Division, is like playing Hamlet with the character of Hamlet left out. If our Cincinnati friends desire to connect themselves with the Pacific, they must expect to do it through this Central Branch which we have been out to visit. Whichever route—whether the one by Omaha or the Central Branch—reaches the hundredth meridian will enjoy the benefit of the trade between the East and the West, and it is for the interest of Cincinnati that the Central Branch should obtain it. It should be the duty of our worthy President, Mr. Pomeroy, who has been of Cincinnati, and may consider himself to some extent still of Cincinnati, to let his friends here understand this thing. If you have a member of Congress within your reach, you should point out to him the necessity of granting to this Central Branch the additional subsidies to enable it to reach the hundredth meridian and connect with the Union Pacific proper, as was contemplated by the original legislation on that subject, upon the faith of which they have expended two millions of dollars, and so that it may not suffer unjustly by this change of the route of the Eastern Division. This must be done to divide the stream of commerce that is to pass over the continent. There must be more than one outlet. It must not all go by the way of Chicago. It

must be divided and diffused so that all may feel its genial and prospering influence. [Loud applause.]

In the evening, Mr. Ahl, son-in-law of President Pomeroy, gave a reception at his residence, on Pike street. The excursionists leave this morning *en route* for the East.

[From the Boston Journal, Dec. 14, 1866.]

At Atchison, Kansas, commences the fourth branch of the road. It was originally provided by Act of Congress, approved July 1, 1862, that the Hannibal and St. Joseph Railroad might extend their line *via* Atchison for one hundred miles west of the Missouri river, receiving the same compensation from Government that was provided for the Union Pacific road. These rights and privileges were subsequently legally transferred to the Atchison and Pike's Peak Railroad Company, incorporated by Kansas, which by a recent vote of the Directors is now called the Central Branch Union Pacific Railroad. It was proposed to extend the line across the fertile prairies of Kansas, and form a connection a hundred miles west with the fifth and most southerly of the Pacific Railroad which starts from Kansas City, Mo. At the last session of Congress the latter road procured permission from Congress to abandon the valley of the Republic and adopt the Smoky Hill valley, which leaves the Kansas road without a connection. Congress will undoubtedly grant permission to continue the road to Fort Kearney, where it will intersect the Union Pacific Railroad, extending the subsidy to \$16,000 per mile, and the grant of land for the extension beyond the one hundred miles, sixty of which will be completed in a few weeks.

Towards the Pacific.

[From the Chicago Times, Nov. 16, 1866.]

Wednesday evening another excursion party arrived in Chicago, having in view objects somewhat similar to the first. It consists of the directors, stockholders, and friends of the Central Branch of the Union Pacific Railroad, a tributary of the main line. The occasion of their presence in our midst is the completion of the first three

sections of the branch line, extending sixty miles west of Atchison, Kansas. As the existence of this undertaking, and the objects which it proposes to accomplish, are comparatively unknown, the following brief *résumé* will afford a comprehension of the

CENTRAL BRANCH.

This route was originally known as the Atchison and Pike's Peak Railroad, but when the Pacific Railroad bill was passed by Congress it was denominated the Central Branch, and the branch terminating in Kansas City was called the Eastern Division. The route proposed for this road was from Atchison to Republican creek, and there connecting with the Eastern Division ; the converging lines should form one line as far as Fort Kearney, or the hundredth meridian, where they were to connect with the Union Pacific Railroad.

To assist in the construction of the Eastern Division, and Central branches, Congress bestowed a subsidy of \$16,000 per mile, the Central Branch proportion being 100 miles. The last Congress, however, permitted a change of route of the Eastern Division, allowing them to adopt what is known as the Smoky Hill Fork route, running to the Pacific by way of Santa Fé. In consequence of this subsequent disarrangement of the original provisions of the charter, the convergence of the lines at Fort Kearney or the hundredth meridian is prevented, and the proposed benefits to be derived from the Central Branch were neutralized without an additional subsidy from Congress to enable the branch to connect with the main line, as originally intended. The stockholders, however, propose, at the next session of Congress, to request the additional subsidy. This relief Congress cannot consistently refuse without incurring the responsibility of a repudiation of the enactments of its predecessors, and rendering comparatively worthless the road and the interests which its construction will subserve. The Central Branch, when completed, will be a continuation of the Hannibal and St. Joseph Railroad, and thereby rendered subservient to Chicago by means of the Chicago, Burlington, and Quincy Railroad. Its central position, and the mildness of the climate through which it will run, warrant, when completed, an immense traffic. The region through which surveys have been made contains some of the finest agricultural land in the country, including the celebrated Kickapoo reserve, which belongs to the Company.

Although the action of Congress, in permitting the divergence of the Eastern Division, clouds somewhat the prospects of immediate construction, yet the names of Erastus Corning, John A. Stewart, E. B. Phillips, Effingham H. Nichols, R. M. Pomeroy, Ginery Twichell, Duncan & Sherman, and other prominent capitalists and railroad magnates, who have large interests in the road, are sufficient guarantees of its ultimate completion and success.

[From the Boston Journal.]

AN AGREEABLE REUNION AND PRESENTATION.

In the month of November last it will be remembered a party of ladies and gentlemen left this city to attend the opening of the second division of the Central Branch of the Union Pacific railroad. Under the guidance of Ralph M. Pomeroy, Esq., President of the road, the excursion party were safely carried without change of cars from Jersey City to Atchison, Kansas, receiving at all the large cities the kindest manifestations of regard, and the most open-handed hospitality. While enjoying a picnic on the rolling prairies of the Kickapoo Reserve, it was proposed that the *cartes de visite* of the guests of the road should be collected, and presented to the lady of the President. The album having been prepared, the members of the party resident in this city and vicinity were notified, and the proposed recipient was also duly warned that a call would be made on Thursday evening.

In accordance with this arrangement the residence of Mr. Pomeroy, on Chester Square, was last evening the scene of a most agreeable reunion. An acquaintance formed by sixteen to twenty days' daily intercourse in the cars ripens into life-long friendship; and as this was the first reassembling of the party, the interchange of congratulations testified to the pleasant and enduring remembrances of the trip. A few invited guests who were not with the party were present, and, no doubt, regretted their inability to accept the invitation which had been extended, when they saw the happy "tribe of Ralph" at headquarters. Mr. Charles H. Allen, in behalf of the donors, presented to Mrs. Pomeroy a very elegant album containing the photographs of ladies and gentlemen of Boston, New York, Pittsburg, Chicago, Cincinnati, etc., who composed the party. The presentation speech abounded in happy hits.

Mr. Pomeroy, in behalf of his good lady, was about responding, when the company, which had formed in a semicircle, fell back, exposing to his view for the first time on a table in the rear parlor an elegant service of silver from the establishment of Messrs. Crosby & Morse. Rev. James O. Means, in a few well chosen words, expressed the desire of the Boston party to present the gift as a testimonial of their appreciation of his courtesy, care, and attention. The reply of Mr. Pomeroy was that of a surprised man. He expressed his most grateful acknowledgments for this most unexpected gift. In the course of his remarks he alluded to the recent death of General S. R. Curtis, who was with the party in Kansas, and recalled the many pleasant incidents of the excursion, concluding his remarks by stating that though his friends had selected the evening to honor him with a call, they had happily for him and his wife hit upon the thirtieth anniversary of their marriage.

The following is a list of persons who participated in the excursion :

BOSTON, MASS.

R. M. Pomeroy, Pres. C. B. U.
 P. R. R., and wife.
 Chas. H. Allen and wife.
 Rev. E. B. Webb, D.D., and wife.
 W. H. Cowing and wife.
 Daniel Harwood and wife.
 Geo. S. Hale.
 Col. Wm. W. Clapp, Sat. Evening Gazette.
 Geo. B. Brown.
 Amory Leland and wife.
 T. C. Stearns and wife.
 G. D. Baldwin and wife.
 A. C. Mayhew and wife.
 Gen. F. S. Fiske and wife.
 G. W. E. Wood and wife.
 A. L. Coolidge and wife.
 C. A. Aldrich and wife.
 Lee Claflin and wife.
 John T. Manny and wife.
 C. C. Esty and wife.
 Rev. T. O. Rice and wife.

G. W. Cochrane.
 Rev. J. O. Means.
 F. W. Henderson.
 J. H. Putnam.
 A. R. Adams.
 Mrs. E. A. Whittridge.
 Miss Julia Edwards.
 Mrs. W. F. Claflin.
 Mrs. D. N. Skillings.
 Mrs. A. K. P. Joy.
 Miss M. O. Leland.
 Mrs. M. J. Bowen.
 Miss Emma Clark.
 Albert Harwood.
 T. A. Thayer.
 J. D. Hague.
 Chas. W. Newhall.
 B. F. Calley.
 N. P. Coburn.
 Henry Field.
 Dr. J. Pratt.
 James W. Clark.
 Caleb Norris.
 A. B. Whiting.

NEW YORK CITY.

Effingham H. Nichols, Treas. C.
 B. U. P. R. R.
 Wm. B. Nichols.
 Miss Susan W. Nichols.
 V. M. Wetmore
 Dr. John McE. Wetmore.
 John C. Havemeyer.
 H. C. Havemeyer.
 A. Havemeyer.
 Alex. J. Cotheal.
 Mortimer Porter.
 Rev. S. H. Tyng, Jr.
 R. A. Welsford.
 W. D. Gooken.
 C. S. Parsons, Jr.
 Isaac C. Kendall.
 Lewis Morris.
 Nathan M. Heal.
 John A. Stewart, Pres. U. S.
 Trust Co., and wife.
 A. Carter and wife.
 H. B. Barnes.
 Miss E. B. Leycraft.
 George Wakeman, N. Y. Tri-
 bune.

BROOKLYN, N. Y.

A. Parkhurst, Cash. St. Nicholas
 Bank.
 W. P. Libby, Pres. Citizens' Gas
 Co.
 Samuel S. Powell, ex-Mayor of
 Brooklyn.
 Geo. W. White, Cashier of Me-
 chanics' Bank.
 Halsey Mead.

BINGHAMTON, N. Y.

Wm. R. Osborn, Cashier of Na-
 tional Bank.
 Miss May Osborn.

JERSEY CITY, N. J.

Rev. C. K. Imbrie, D.D.
 James M. Tower and wife.

NEWARK, N. J.

B. T. Nichols and wife.
 Col. H. W. Jackson.
 Hiram W. Jessup.

NEW HAMPSHIRE.

Frederick Smyth, Gov. of New
 Hampshire, and wife.

NEWTON, CONN.

W. J. Dick.

EASTON, CONN.

S. S. Rowland.

CHICAGO, ILL.

E. B. Phillips, Pres. Mich. South-
 ern & N. Ind. R. R.
 Henry Starring.
 Hon. L. B. Otis.
 Ira P. Bowen.
 Geo. S. Bowen.
 Henry Keep.
 A. Keith and wife.
 Gilbert B. Hawes.
 Samuel Powell.
 E. Colbert and wife, Chicago
 Tribune.

CINCINNATI, OHIO.

Col. T. J. Ahl.
 Wm. Wiltshire.
 Mrs. R. J. McKinney.

CONNECTICUT.

Miss E. F. Hawes.

SANDUSKY, OHIO.

Hon. O. Follett, Pres. Dayton &
 Sandusky R. R.

BERLIN, OHIO.

F. R. Otis.

ST. JOSEPH, MO.

Gen. James Craig, Pres. Hanni-
 bal & St. Joseph R. R.
 Miss Ida Craig.
 Hon. C. B. Wilkinson, St. Jo-
 seph Herald.

Maj. T. J. Crew, Pres. St. Joseph & Denver R. R.
 Hon. J. M. Richardson, ex. Sec. of State of Mo.
 Hon. Roswell Marsh.
 Hon. John Corby and wife.
 D. H. Winton and wife.
 Col. Sanders, Platte Country R. R.
 D. Carpenter, Jr., and wife.
 Col. Hitchcock, U. S. Express.
 J. A. Raynor.
 John S. Kellogg and wife.
 G. C. Barton and wife.
 A. P. Parke and wife.
 Samuel Hays and wife.
 Miss E. F. Carpenter.
 Miss S. F. Carpenter.
 Miss Mollie Park.
 Miss Kittie Munger.
 Judge S. Woodson.
 Col. I. Winton.

HANNIBAL, MO.

C. W. Mead, Gen. Sup. H. & St. Jo. R. R.
 P. B. Groat, Gen'l Ticket Agent.
 Miss H. T. Lulaw.

ATCHISON.

Rt. Rev. Bishop Vail, and two daughters.
 Col. Wm. Osborn, Contractor of C. B. U. P. R. R.
 Hon. A. G. Otis.
 Rev. John Bakewell.
 Rev. S. D. Storrs.

Rev. W. K. Marshall.
 Rev. E. P. Lewis.
 Hon. S. C. Pomeroy, U. S. Senator.
 John M. Crowell, Mayor, and wife.
 Rev. Pardee Butler.
 Judge — Adams.
 Judge — Bailey.
 Col. — Holliday.
 Col. — Martin.
 Hon. J. M. Glick.
 R. B. Morris and wife.
 R. A. Parke and wife.

LEAVENWORTH.

J. T. T. Bull.
 J. T. Herman.

TOPEKA.

F. P. Baker.

CENTRAL CITY, COL.

Col. S. F. Tappan.

WASHINGTON, D.C.

Gen. J. H. Simpson, U. S. Commissioner.

IOWA.

Gen. S. R. Curtis, U. S. Commissioner.

NEW HAVEN, CONN.

Dr. Wm. M. White, U. S. Commissioner.
 And many others from the principal western cities.



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